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AUTOMOBILE FACTS and FIGURES

35th Edition

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AUTOMOBILE MANUFACTURERS ASSOCIATION

HIGHLIGHTS OF 35TH EDITION

- The 72 million drivers of cars, trucks and buses for the third year in succession have surpassed the half-trillion mile mark, with 1954 reaching 561 billion vehicle-miles. This is an average of 7,800 miles per driver.
- There are 3.3 persons per passenger car registered in U. S., or an average of one car per family; but sample surveys of families in U. S. show that only 71% of families actually own automobiles. Dividing total population by total car registration results in 3.3 persons per car, because the total car registration includes the cars owned by business and government and the extra cars owned by the 12% of car-owning families possessing more than one car.
- $101 billion are needed for road and street construction in the next ten years, according to surveys by the State Highway Departments and the U. S. Bureau of Public Roads. Inadequate highways cost motor vehicle users several billion dollars a year in added fuel and repair bills and in accident losses. Thousands of lives lost in motor vehicle accidents may also be laid at the door of inadequate highways.
- Insurance premiums paid by motor vehicle owners exceed $4,165,000,000 annually.
- The number of traffic deaths continues too large even though the fatalities per 100 million vehicle miles and per 100,000 vehicles in use reached a record low in 1954.
- Two out of every three passenger cars produced and three out of every four trucks produced in 1954 were sold as replacements for vehicles scrapped.
- 20% of motor trucks were exported in 1954.
- One-fourth of the delivered price of a car consists of taxes.
- Highway users paid $6.2 billions in taxes last year.
- Inventors of automotive devices took out 20.4% of all patents issued in 1954, a higher rate than the average of 18.3% since 1899.

AUTOMOBILE MANUFACTURERS ASSOCIATION

New Center Building, Detroit 2, Michigan

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WASHINGTON 6—Transportation Building

NEW YORK 17—366 Madison Avenue

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AUTOMOBILE MANUFACTURERS ASSOCIATION

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Vice-President.....E. J. Bush
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143 Million Motor Vehicles Produced in 55 Years

Factory Sales and Wholesale Value, U. S. Plants

	PASSENGER CARS		MOTOR TRUCKS AND BUSES		TOTAL	
	Number	Value	Number	Value	Number	Value
1900	4,192	$ 4,899,443	.....	.....	4,192	$ 4,899,443
1901	7,000	8,183,000	.....	.....	7,000	8,183,000
1902	9,000	10,395,000	.....	.....	9,000	10,395,000
1903	11,235	13,000,000	.....	.....	11,235	13,000,000
1904	22,130	23,357,692	700	$ 1,272,747	22,830	24,630,439
1905	24,250	38,670,000	750	1,330,000	25,000	40,000,000
1906	33,200	61,460,000	800	1,440,000	34,000	62,900,000
1907	43,000	91,620,000	1,000	1,780,000	44,000	93,400,000
1908	63,500	135,250,000	1,500	2,550,000	65,000	137,800,000
1909	123,990	159,765,721	3,297	5,333,683	127,287	165,099,404
1910	181,000	215,340,000	6,000	9,660,000	187,000	225,000,000
1911	199,319	225,000,000	10,681	21,000,000	210,000	246,000,000
1912	356,000	335,000,000	22,000	43,000,000	378,000	378,000,000
1913	461,580	399,902,000	23,500	44,000,000	485,000	443,902,000
1914	548,139	420,838,378	24,900	44,219,096	573,039	465,057,474
1915	895,930	575,978,000	74,000	125,800,000	969,930	701,778,000
1916	1,525,578	921,378,000	92,130	161,000,000	1,617,708	1,082,378,000
1917	1,745,792	1,053,505,781	128,157	220,982,668	1,873,949	1,274,488,449
1918	943,436	801,937,925	227,250	434,168,992	1,170,686	1,236,106,917
1919	1,651,625	1,365,395,415	224,731	371,422,820	1,876,356	1,736,818,235
1920	1,905,560	1,809,170,963	321,789	423,249,410	2,227,349	2,232,420,373
1921	1,468,067	1,038,191,037	148,052	166,070,810	1,616,119	1,204,261,847
1922	2,274,185	1,494,513,991	269,991	226,049,658	2,544,176	1,720,563,649
1923	3,624,717	2,196,272,116	409,295	308,537,929	4,034,012	2,504,810,045
1924	3,185,881	1,970,096,559	416,659	318,580,580	3,602,540	2,288,677,139
1925	3,735,171	2,458,370,026	530,659	458,400,277	4,265,830	2,916,770,303
1926	3,783,987	2,640,064,519	516,947	452,123,435	4,300,934	3,092,187,954
1927	2,936,533	2,164,670,891	464,793	420,130,624	3,401,326	2,584,801,515
1928	3,775,417	2,572,599,143	583,342	460,108,903	4,358,759	3,032,708,046
1929	4,455,178	2,790,614,309	881,909	622,533,897	5,337,087	3,413,148,206
1930	2,787,456	1,644,083,152	575,364	390,752,061	3,362,820	2,034,835,213
1931	1,948,164	1,108,246,698	432,262	265,444,618	2,380,426	1,373,691,316
1932	1,103,557	616,860,347	228,303	137,624,157	1,331,860	754,484,504
1933	1,560,599	773,424,963	329,218	175,380,863	1,889,817	948,805,826
1934	2,160,865	1,140,478,174	576,205	326,781,688	2,737,070	1,467,259,862
1935	3,273,874	1,707,836,325	697,367	380,997,330	3,971,241	2,088,833,655
1936	3,679,242	2,014,747,225	782,220	463,719,466	4,461,462	2,478,466,691
1937*	3,929,203	2,240,912,620	891,016	537,314,633	4,820,219	2,778,227,253
1938	2,019,566	1,241,032,295	488,841	329,917,646	2,508,407	1,570,949,941
1939	2,888,512	1,770,231,597	700,377	489,786,701	3,588,889	2,260,018,298
1940	3,717,385	2,370,654,083	754,901	567,820,414	4,472,286	2,938,474,497
1941	3,779,682	2,567,205,996	1,060,820	1,069,799,855	4,840,502	3,637,005,851
1942	222,862	163,813,559	818,662	1,427,456,801	1,041,524	1,591,270,360
1943	139	101,799	699,689	1,451,794,475	699,828	1,451,896,274
1944	610	446,704	737,524	1,700,928,939	738,134	1,701,375,643
1945	69,532	57,254,655	655,683	1,181,955,532	725,215	1,239,210,187
1946	2,148,699	1,979,781,084	940,866	1,043,247,276	3,089,565	3,023,028,360
1947	3,558,178	3,936,017,000	1,239,443	1,731,713,000	4,797,621	5,667,730,000
1948	3,909,270	4,870,423,000	1,376,274	1,880,475,000	5,285,544	6,750,898,000
1949	5,119,466	6,650,857,000	1,134,185	1,394,035,000	6,253,651	8,044,892,000
1950	6,665,863	8,468,137,000	1,337,193	1,707,748,000	8,003,056	10,175,885,000
1951	5,338,436	7,241,275,000	1,426,828	2,323,859,000	6,765,263	9,565,134,000
1952	4,320,794	6,455,114,000	1,218,165	2,319,789,000	5,538,959	8,774,903,000
1953	6,116,948	9,002,580,000	1,206,266	2,089,060,000	7,323,214	11,091,640,000
1954	5,558,897	8,218,094,000	1,042,174	1,660,019,000	6,601,071	9,878,113,000

NOTES:

A substantial part of the trucks and buses reported comprises chassis only, without bodies; hence the value of bodies for these chassis is not included.

Federal excise taxes are excluded in all years.

Table above includes sales of military vehicles.

*Beginning with year 1937, standard equipment is included in the values reported.

Monthly Factory Sales From U. S. Plants

THOUSANDS
800
600
400
200
0
PASSENGER CAR FACTORY SALES
MOTOR TRUCK FACTORY SALES
J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D
1952
1953
1954
1955

	PASSENGER CARS			MOTOR TRUCKS AND BUSES		
	1953	1954	1955	1953	1954	1955
January	452,617	454,562	635,513	111,853	96,572	89,866
February	485,270	446,676	677,705	96,930	87,469	67,237
March	566,074	531,529	791,280	134,365	101,525	103,317
April	595,776	534,667	753,434	126,899	97,102	128,406
May	548,322	497,062	721,139	93,810	91,549	128,254
June	585,678	507,055	647,658	74,453	91,821	119,524
July	596,901	451,663	—	105,998	78,752	—
August	512,730	445,306	—	101,925	76,144	—
September	476,232	300,998	—	98,399	68,944	—
October	528,814	221,195	—	92,474	66,510	—
November	378,906	498,248	—	74,081	89,537	—
December	389,628	669,936	—	95,079	96,249	—
Total	6,116,948	5,558,897	—	1,206,266	1,042,174	—

	TOTAL CARS, TRUCKS AND BUSES					
	1950	1951	1952	1953	1954	1955
January	581,366	606,833	375,410	564,470	551,134	725,379
February	475,467	618,328	435,216	582,200	534,145	744,942
March	580,660	755,025	482,973	700,439	633,054	894,597
April	559,313	639,269	529,585	722,675	631,769	881,840
May	696,896	652,727	503,917	642,132	588,611	849,393
June	856,614	617,685	518,710	660,131	598,876	767,182
July	706,702	492,316	211,782	702,899	530,415	—
August	818,123	549,707	270,982	614,655	521,450	—
September	722,843	476,002	551,159	574,631	369,942	—
October	760,568	562,448	604,261	621,288	287,705	—
November	603,569	450,268	519,536	452,987	587,785	—
December	640,935	380,655	535,428	484,707	766,185	—
Total	8,003,056	6,765,263	5,538,959	7,323,214	6,601,071	—

SOURCE: Automobile Manufacturers Association.

Factory Sales to Domestic and Foreign Markets

From Plants Located in United States

	PASSENGER CARS			MOTOR TRUCKS AND BUSES*			TOTAL MOTOR VEHICLES		
	Total	Domestic Market	Foreign Market	Total	Domestic Market	Foreign Market	Total	Domestic Market	Foreign Market
1921	1,468,067	1,417,017	51,050	148,052	135,483	12,569	1,616,119	1,552,500	63,619
1922	2,274,185	2,169,185	105,000	269,991	247,593	22,398	2,544,176	2,416,778	127,398
1923	3,624,717	3,449,658	175,059	409,295	349,077	60,218	4,034,012	3,798,735	235,277
1924	3,185,881	2,968,711	217,170	416,659	340,555	76,104	3,602,540	3,309,266	293,274
1925	3,735,171	3,419,072	316,099	530,659	418,064	112,595	4,265,830	3,837,136	428,694
1926	3,783,987	3,494,791	289,196	516,947	413,080	103,867	4,300,934	3,907,871	393,063
1927	2,936,533	2,604,491	332,042	464,793	330,455	134,338	3,401,326	2,934,946	466,380
1928	3,775,417	3,366,516	408,901	583,342	409,530	173,812	4,358,759	3,776,046	582,713
1929	4,455,178	4,052,762	402,416	881,909	619,068	262,841	5,337,087	4,671,830	665,257
1930	2,787,456	2,569,145	218,311	575,364	444,499	130,865	3,362,820	3,013,644	349,176
1931	1,948,164	1,837,598	110,566	432,262	316,532	115,730	2,380,426	2,154,130	226,296
1932	1,103,557	1,038,872	64,685	228,303	178,812	49,491	1,331,860	1,217,684	114,176
1933	1,560,599	1,480,892	79,707	329,218	264,709	64,509	1,889,817	1,745,601	144,216
1934	2,160,865	1,984,034	176,831	576,205	447,007	129,198	2,737,070	2,431,041	306,029
1935	3,273,874	3,050,518	223,356	697,367	564,761	132,606	3,971,241	3,615,279	355,962
1936	3,679,242	3,463,535	215,707	782,220	642,686	139,534	4,461,462	4,106,221	355,241
1937	3,929,203	3,646,310	282,893	891,016	677,259	213,757	4,820,219	4,323,569	496,650
1938	2,019,566	1,821,589	197,977	488,841	345,323	143,518	2,508,407	2,166,912	341,495
1939	2,888,512	2,716,056	172,456	700,377	544,493	155,884	3,588,889	3,260,549	328,340
1940*	3,717,385	3,608,042	109,343	692,791	599,912	92,879	4,410,176	4,207,954	202,222
1941	3,779,682	3,681,558	98,124	854,719	743,932	110,787	4,634,401	4,425,490	208,911
1942	222,862	215,779	7,083	184,985	164,325	20,660	407,847	380,104	27,743
1943	139	121	18	24,842	23,420	1,422	24,981	23,541	1,440
1944	610	308	302	116,167	102,295	13,872	116,777	102,603	14,174
1945	69,532	68,093	1,439	291,469	254,039	37,430	361,001	322,132	38,869
1946**	2,146,970	2,002,920	144,050	931,225	744,204	187,021	3,078,195	2,747,124	331,071
1947	3,551,145	3,290,298	260,847	1,227,361	975,872	251,489	4,778,506	4,266,170	512,336
1948	3,901,829	3,668,652	233,177	1,360,307	1,157,267	203,040	5,262,136	4,825,919	436,217
1949	5,112,675	4,956,534	156,141	1,116,255	984,621	131,634	6,228,930	5,941,155	287,775
1950	6,656,910	6,503,985	152,925	1,295,695	1,144,936	150,759	7,952,605	7,648,921	303,684
1951	5,314,849	5,067,884	246,965	1,280,167	1,056,583	223,584	6,595,016	6,124,467	470,549
1952	4,315,594	4,148,546	167,048	1,036,564	874,026	162,538	5,352,158	5,022,572	329,586
1953	6,112,749	5,926,487	186,262	1,076,699	937,758	138,941	7,189,448	6,864,245	325,203
1954	5,556,917	5,350,373	206,544	997,329	802,413	194,916	6,554,246	6,152,786	401,460

*Military trucks excluded from 1940 to 1945.
**1946 to date excludes factory sales to all Federal government agencies.
SOURCE: U. S. Department of Commerce and Automobile Manufacturers Association.

20% of Trucks Exported in 1954

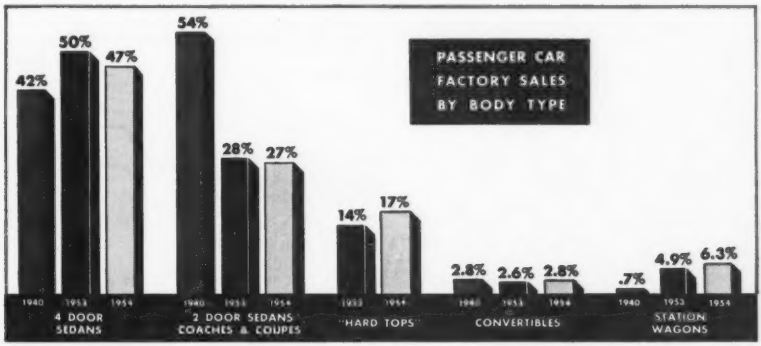
Year	Passenger Cars	Trucks & Buses	Total Vehicles	Year	Passenger Cars	Trucks & Buses	Total Vehicles
1929	9.0%	29.8%	12.5%	1940	2.9%	13.4%	4.6%
1930	7.8	22.7	10.4	1941	2.6	13.0	4.5
1931	5.7	26.8	9.5	1946	6.7	20.1	10.8
1932	5.9	21.7	8.6	1947	7.3	20.5	10.7
1933	5.1	19.6	7.6	1948	6.0	14.9	8.3
1934	8.2	22.4	11.2	1949	3.1	11.8	4.6
1935	6.8	19.0	9.0	1950	2.3	11.6	3.8
1936	5.9	17.8	8.0	1951	4.6	17.5	7.1
1937	7.2	24.0	10.3	1952	3.9	15.7	6.2
1938	9.8	29.4	13.6	1953	3.0	12.9	4.5
1939	6.0	22.2	9.1	1954	3.7	19.5	6.1

U. S. Imports of Motor Vehicles

Year	Passenger Cars: New	Passenger Cars: Used	Trucks	Total
1940	253	302	0	555
1946	1,375	575	15	1,965
1947	1,456	646	22	2,124
1948	28,047	381	684	29,112
1949	7,543	308	515	8,366
1950	21,287	321	81	21,689
1951	23,701	462	250	24,413
1952	33,312	633	483	34,428
1953	29,505	862	337	30,704
1954	34,555	769	479	35,513

SOURCE: U. S. Department of Commerce.

Station Wagons 6.3%, Hardtops 17% of 1954 Total Sales



Passenger Car Factory Sales by Body Types

Body Types	1940	1952	1953	1954
4-Door Sedans	1,559,215	2,259,166	3,078,616	2,592,841
2-Door Sedans, Coaches and Coupes (except Business Coupes)	2,014,386	1,214,904	1,694,638	1,476,989
Business Coupes	①	29,000	36,974	16,510
"Hard Top": Coupes and Sedans	—	539,508	841,982	954,519
Convertibles (except "Hard Top")	105,335	100,116	158,962	155,667
Station Wagons②	25,098	169,036	297,393	349,450
Chassis	13,351	9,064	8,383	12,921
Total	**3,717,385**	**4,320,794**	**6,116,948**	**5,558,897**

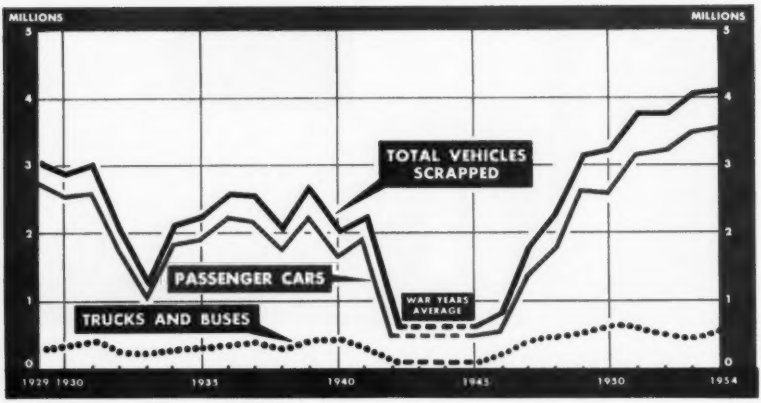
① Business coupes sold in 1940 are included with all other 2-door body types.
② Station wagons produced on commercial vehicle chassis are not included.

Factory Sales of Special Motor Vehicle Types

	1950 Total	1951 Total	1952 Total	1953 Total	1954 Domestic Market	1954 Export Markets	1954 Total
Station Wagons*	159,944	195,740	189,651	318,178	343,617	20,617	364,234
Motor Coaches:①							
City Type	3,453	5,305	2,624	2,402	2,407	240	2,647
Intercity Type	759	1,354	909	1,066	834	92	926
Special②	696	2,801	1,842	589	541	4	545
School Bus Chassis	19,953	31,891	19,452	21,284	16,947	5,518	22,465
Trucks with Cab over Engine	22,370	25,482	19,592	24,712	25,213	1,055	26,268
Trucks with Diesel Engines	13,903	16,494	13,165	10,872	8,751	1,795	10,546
Multi-Stop Delivery Trucks	21,681	28,867	18,493	19,246	18,109	1,398	19,507
Ambulances and Funeral Vehicles	2,971	4,177	2,662	3,034	—	—	2,880

①Does not include non-integral school buses.
②Includes integral school buses.
*Includes station wagons built on truck chassis.
SOURCE: Automobile Manufacturers Association.

Over 4,000,000 Vehicles Scrapped in 1954



	Passenger Cars	Trucks & Buses	Total		Passenger Cars	Trucks & Buses	Total
1928.....	2,297,000	375,000	2,672,000	1942*.....	510,000	102,000	612,000
1929.....	2,734,000	309,000	3,043,000	1943*.....	510,000	102,000	612,000
1930.....	2,546,000	356,000	2,902,000	1944*.....	510,000	102,000	612,000
1931.....	2,592,000	409,000	3,001,000	1945*.....	510,000	102,000	612,000
1932.....	1,759,000	233,000	1,992,000	1946.....	590,000	219,000	809,000
1933.....	1,032,000	213,000	1,245,000	1947.....	1,374,000	437,000	1,811,000
1934.....	1,841,000	296,000	2,137,000	1948.....	1,780,000	495,000	2,275,000
1935.....	1,897,000	317,000	2,214,000	1949.....	2,616,000	535,000	3,151,000
1936.....	2,219,000	369,000	2,588,000	1950.....	2,591,000	643,000	3,234,000
1937.....	2,178,000	398,000	2,576,000	1951.....	3,141,000	641,000	3,782,000
1938.....	1,749,000	300,000	2,049,000	1952.....	3,176,000	591,000	3,767,000
1939.....	2,227,000	420,000	2,647,000	1953.....	3,474,000	591,000	4,065,000
1940.....	1,610,000	410,000	2,020,000	1954**....	3,500,000	600,000	4,100,000
1941.....	1,943,000	284,000	2,227,000				

*Data shown for 1942 through 1945 represents the annual average scrappage over four war years. The actual computations for individual years give unrealistic scrappage estimates because of cars being placed in storage during war and put into service at end of war, with result that apparent scrappage in 1942 was too high, and in 1944 and 1945 the number of vehicles registered increased in number greater than the number of new vehicles sold.

**Preliminary estimate.

SOURCE: Estimated by Automobile Manufacturers Association.

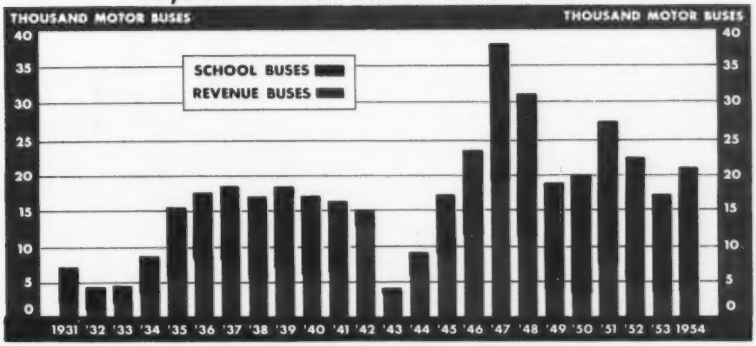
Average Life of Motor Vehicles Doubled Since 1925

Year of scrapping.....	1925	1930	1935	1941	1953
Average life of vehicles scrapped in year indicated.....	6.5	7.0	8.3	10.2	13.8
Accumulated mileage during lifetime...	25,750	41,500	58,000	85,500	122,000

NOTE: These estimates cover all motor vehicles and are based on scrappage estimates rather than on actual records of vehicles scrapped. They should be used as indicative of general trends only rather than precise measures of average life and lifetime mileage.

SOURCE: Automobile Manufacturers Association.

17,802 School Buses Sold in 1954



Revenue and School Bus Production

	City Type	Intercity Type	Charter and Sightseeing	Total Revenue Buses	School Buses	Total Buses
1935	3,978	2,255	34	6,267	9,363	15,630
1936	5,800	2,610	90	8,500	8,913	17,413
1937	5,947	2,430	107	8,484	9,892	18,376
1938	3,606	2,167	89	5,862	11,272	17,134
1939	4,594	2,415	100	7,109	11,546	18,655
1940	4,573	2,001	67	6,641	10,566	17,207
1941	5,873	2,088	7	7,968	8,622	16,590
1942	9,010	3,968	8	12,986	1,856	14,842
1943	2,070	1,691	—	3,761	206	3,967
1944	4,323	1,927	—	6,250	3,192	9,442
1945	5,908	3,508	—	9,416	8,225	17,641
1946	8,300	3,335	—	11,635	12,025	23,660
1947	14,726	5,338	21	20,085	18,619	38,704
1948	7,810	3,333	60	11,203	20,513	31,716
1949	3,776	863	25	4,664	14,480	19,144
1950	3,060	755	46	3,861	16,055	19,916
1951	4,772	3,608	18	8,398	19,064	27,462
1952	2,370	2,730	149	5,249	17,200	22,449
1953	2,532	914	85	3,531	14,388	17,919
1954	2,519	880	91	3,490	17,802	21,292

NOTE: These figures exclude vehicles exported except to Canada. Trailer type vehicles and sales to U. S. Government agencies are omitted. 1951 and 1952 includes vehicles delivered to U. S. Government agencies. For these and other reasons they are not strictly comparable with school bus chassis and motor coach deliveries compiled by A. M. A. as shown in table on page 7 and table at bottom of this page.
SOURCE: "Bus Transportation."

4,118 Motor Coaches Delivered in 1954

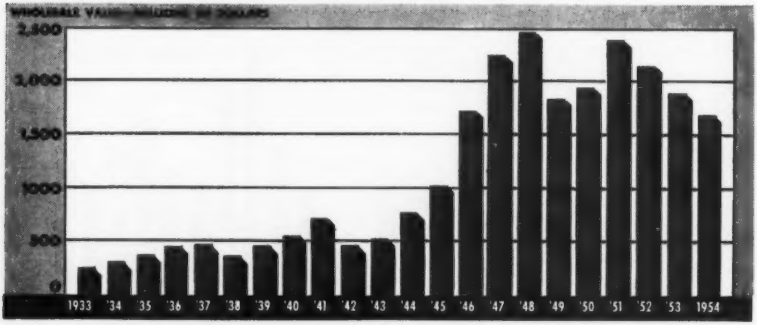
(Does not include body-on-chassis type school buses)

U. S. DOMESTIC MARKET

	City Type	Inter-City Type	Special & Integral School Buses	Total Domestic Market	Export Market Total	Grand Total	Wholesale Value Total
1940	4,288	1,578	47	5,913	234	6,147	N. A.
1941	5,566	1,776	51	7,393	233	7,626	N. A.
1946	6,674	2,276	159	9,199	892	10,091	90,447,000
1947	11,799	3,451	1,400	16,650	2,460	19,110	224,519,000
1948	6,971	2,558	997	10,526	1,773	12,299	178,381,000
1949	3,402	690	802	4,894	617	5,511	72,945,000
1950	2,748	581	683	4,012	896	4,908	66,248,000
1951	4,754	1,233	2,797	8,784	676	9,460	135,650,000
1952	1,997	691	1,823	4,511	864	5,375	77,339,000
1953	2,290	855	586	3,731	326	4,057	68,271,000
1954	2,407	834	541	3,782	336	4,118	71,973,000

SOURCE: Automobile Manufacturers Association.

$1,689,000,000 in Replacement Parts Sold in 1954



Automotive Replacement Parts and Accessory Sales to U. S. Domestic Market

	Wholesale Value (000)		Wholesale Value (000)		Wholesale Value (000)
1933	$234,461	1941	$718,212	1949	$1,809,900
1934	299,880	1942	471,957	1950	1,881,700
1935	373,159	1943	527,710	1951	2,399,400
1936	454,110	1944	789,200	1952	2,164,300
1937	461,775	1945	1,037,800	1953	1,892,400
1938	360,893	1946	1,750,200	1954	1,689,200
1939	460,408	1947	2,309,200		
1940	553,004	1948	2,451,500		

NOTE: Government purchases are not included. Estimated by Automobile Manufacturers Assn. based on federal excise tax receipts.

Passenger Car Tire Production

	Original Equipment	Replacement	Export	Total Shipments	Production	Year-End Inventory
1941	19,855,693	34,118,268	586,423	54,560,384	50,391,918	3,165,132
1948	21,589,040	41,295,434	655,686	63,540,160	66,738,436	8,772,822
1949	28,128,583	36,439,572	508,565	65,076,720	65,140,287	8,903,731
1950	36,678,352	47,102,627	641,987	84,422,966	78,598,174	3,050,301
1951	26,728,553	34,226,242	723,242	61,678,037	65,545,941	6,973,419
1952	24,106,077	45,457,870	740,954	70,304,901	74,341,140	11,251,074
1953	33,098,490	45,874,056	806,199	79,778,745	81,430,817	13,043,064
1954	29,741,478	47,043,543	927,646	77,712,667	76,794,128	12,217,280

Truck and Bus Tire Production

1941	4,924,615	5,776,145	902,790	11,603,550	11,148,278	1,270,933
1948	5,256,413	7,852,877	1,131,812	14,241,102	14,575,981	1,925,403
1949	3,455,781	7,026,115	958,420	11,440,316	11,228,440	1,734,456
1950	4,670,783	9,704,975	788,450	15,164,208	14,155,842	743,216
1951	5,424,030	10,385,636	954,018	16,763,684	17,859,036	1,791,367
1952	5,377,635	8,884,074	779,007	15,040,716	16,069,975	2,859,156
1953	4,837,634	9,317,012	733,954	14,888,600	14,690,498	2,662,741
1954	3,591,223	8,111,034	825,601	12,527,858	12,346,811	2,544,705

4,124,000 Auto Radios Produced in 1954

	Home Sets	Portable Battery Sets	Auto Sets	Tota Sets	Percent Auto
1948	9,630,308	2,629,560	4,240,132	16,500,000	25.7
1949	5,961,196	1,843,383	3,595,421	11,400,000	31.5
1950	8,174,600	1,674,700	4,740,600	14,589,900	32.5
1951	6,751,452	1,332,990	4,542,920	12,627,362	36.0
1952	5,972,164	1,719,859	3,242,849	10,934,872	29.7
1953	6,444,058	1,741,564	5,182,934	13,368,556	38.7
1954	4,942,552	1,333,518	4,124,460	10,400,530	39.6

SOURCE: Radio-Electronics-Television Manufacturers Association.

Replacement Auto Battery Shipments, 1943-1954

Year	Thousands	Year	Thousands	Year	Thousands	Year	Thousands
1943	16,999	1946	17,522	1949	19,383	1952	22,453
1944	19,115	1947	25,828	1950	24,442	1953	23,614
1945	17,560	1948	25,075	1951	22,219	1954	23,149

SOURCE: Association of American Battery Manufacturers. Excludes shipments for original equipment.

32,000,000 Sealed Beam Lamps Shipped in 1954

Manufacturers' Shipments of Automotive Electric Lamps

	AUTOMOTIVE SEALED BEAM LAMPS			Other Automotive Lamps (000)		AUTOMOTIVE SEALED BEAM LAMPS			Other Automotive Lamps (000)
	Glass Reflector (000)	Metal Reflector (000)	Total (000)			Glass Reflector (000)	Metal Reflector (000)	Total (000)	
1945	12,363	*	—	142,228	1950	24,660	11,995	36,655	254,281
1946	15,032	*	—	159,832	1951	26,417	12,172	38,589	237,164
1947	22,540	11,454	33,994	239,827	1952	20,431	10,093	30,524	206,931
1948	19,584	7,820	27,404	211,528	1953	23,358	11,186	34,544	250,672
1949	18,841	9,754	28,595	190,735	1954	23,343	8,645	31,988	230,414

* Included with "Other Automotive Lamps".

SOURCE: U. S. Department of Commerce, "Facts For Industry", Series M32B.

50% of Late Model Cars Have Automatic Transmissions

Type of Equipment	PERCENT OF CARS HAVING INDICATED FEATURES			
	1953-1954* Models	1952 Models	Models Before 1952	All Year-Models
Heater	96%	95%	94%	94%
Radio	78	78	74	75
Seat Covers	41	62	76	68
Turn Indicators	94	87	41	56
Backup Lights	57	55	28	37
Automatic Transmission	50	52	21	29
Power Brakes	14	11	3	6
Power Steering	14	10	2	5

* At the time of the survey, June 1, 1954.

SOURCE: Survey by Crowell-Collier Publishing Co.

26,200,000 Radios Used in Automobiles

Year Model	Total Household Automobiles*	HOUSEHOLD AUTOMOBILES* EQUIPPED WITH RADIOS IN WORKING ORDER	
		Number	Percent
1953-1954	8,130,000	6,110,000	75.2
1946-1952	25,920,000	17,360,000	67.0
Prior to 1946	7,610,000	2,710,000	35.5
Total	**41,660,000**	**26,180,000**	**62.8**

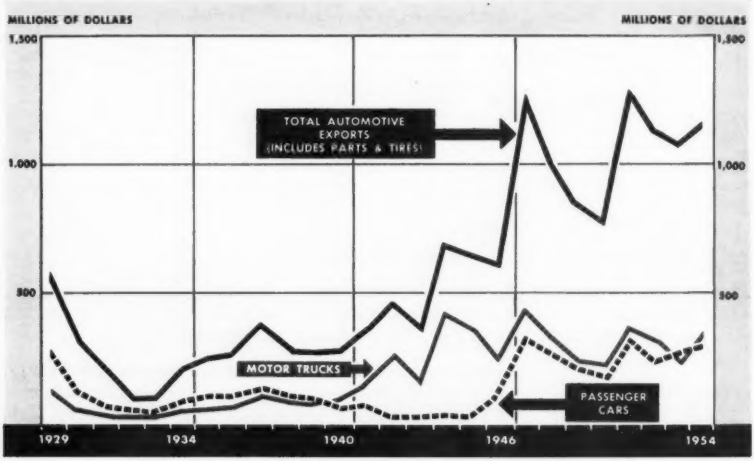
*Total automobiles owned by individuals or families, excluding cars owned by government agencies or business enterprises.

SOURCE: Advertising Research Foundation.

400,000 Gasoline Outlets in U. S. Have 1,400,000 Pumps

"There are at present approximately 1,400,000 gasoline dispensing units of varying ages in the nation's 400,000 primary and secondary service stations." . . . "A total of 101,236 modern gasoline pumps were installed during the year 1954, compared with 88,723 installed the previous year."
SOURCE: Gasoline Pump Manufacturers Association.

Cars and Trucks Exported in 1954 Worth $632 Million



Automotive Exports from United States

	Passenger Cars (New)	Trucks and Buses (New)	Cars and Trucks	Parts and Accessories*	Rubber Tires and Tubes	Total Value of Exports*
1940	$ 63,766,211	$ 91,324,669	$155,100,880	$117,173,166	$ 27,520,815	$ 299,794,861
1941	69,077,198	154,101,500	223,178,698	133,015,153	31,472,904	387,666,755
1942	13,884,618	263,861,310	277,745,928	158,719,416	46,765,430	483,230,774
1943	2,895,134	147,920,724	150,815,858	133,038,789	92,716,670	376,571,317
1944	3,623,981	401,587,626	405,211,607	245,609,659	61,379,255	712,200,521
1945	2,898,836	352,836,408	355,735,244	247,094,984	59,880,953	662,711,181
1946	122,500,568	227,748,532	350,249,100	207,418,991	73,767,045	631,435,136
1947	335,330,528	429,998,475	765,329,003	393,078,156	121,081,083	1,279,488,142
1948	279,837,012	343,160,770	622,997,782	316,102,194	66,587,973	1,005,687,949
1949	205,022,791	228,147,610	433,170,401	341,661,414	67,316,838	842,148,653
1950	179,324,979	217,245,845	396,570,824	350,225,624	47,005,720	793,802,168
1951	339,906,800	386,811,209	726,718,009	499,004,508	80,016,841	1,305,739,358
1952	243,976,057	313,753,917	557,729,974	476,163,673	89,706,497	1,123,600,144
1953	276,020,000	268,577,000	544,597,000	466,155,000	71,651,000	1,082,403,000
1954	299,539,000	332,463,000	632,002,000	453,128,000	71,154,000	1,156,284,000

*Includes used passenger cars and trucks, trailers, parts for assembly, garage equipment.

1954 Automotive Exports Exceed $1 Billion

	Number	Value (000)		Number	Value (000)
Passenger Cars, New	172,431	$299,539	Tire Sundries	—	$ 5,807
Passenger Cars, Used	4,867	6,540	Spark Plugs	18,203,345	5,441
Motor Trucks, New	178,934	315,798	Leaf Springs, Repl.	—	4,488
Buses, New	4,541	16,665	M.V. Instruments, Pts., Repl.	—	974
Trucks & Buses, Used	3,612	5,340	Shock Absorbers	—	3,772
Special Purpose Trucks, New	1,190	5,646	Starting & Ignition Equip.	—	24,612
Special Purpose Trucks, Used	160	324	Batteries, 6 and 12 V.	409,150	5,839
Truck Trailers, 5 Tons & Up	1,369	5,471	Engines for Replacement	17,551	6,686
Trailers, Other, Incl. House	2,785	3,384	Bodies for Replacement	1,127	825
Engines for Assembly	16,567	4,282	Heaters, Air Cond'rs, Pts.	—	2,071
Bodies for Assembly	5,184	3,741	Clutch & Brake Lng. & Blcks.	—	5,500
Parts for Assembly	—	149,705	Parts for Trailers	—	2,173
Lubrication Equipment	—	4,902	Auto Accessories, N.E.S.*	—	4,846
Gasoline & Oil Pumps	19,588	4,809	Replacement Pts., N.E.S.*	—	180,356
Other Service Appliances	—	11,403			
Tires & Inner Tubes	—	65,347	**Total**		**$1,156,284**

SOURCE: U. S. Department of Commerce. *Not Elsewhere Specified.

Venezuela Was Largest Export Market in 1954

U. S. Motor Vehicle Exports to Various Countries, 1954

	Passenger Cars	Trucks	Buses	Total
ASIA				
Aden	3	32	—	35
Afghanistan	63	882	—	945
Arabia	1,612	1,364	29	3,005
Bahrein	170	151	—	321
Br. Malaya	136	55	—	191
Burma	25	174	—	199
Ceylon	34	111	—	145
China	2	—	—	2
Hong Kong	140	51	—	191
India	1,419	7,913	20	9,352
Indochina	66	756	—	822
Indonesia	443	3,189	—	3,632
Iran	2,457	3,656	15	6,128
Iraq	1,300	2,253	8	3,561
Israel	1,579	2,200	2	3,781
Japan	1,708	3,592	—	5,300
Jordan	126	52	3	181
Korea	102	203	1	306
Kuwait	943	446	46	1,435
Lebanon	1,120	413	35	1,568
Nansei & Nanpo	132	57	—	189
Portuguese Asia	14	46	—	60
Pakistan	126	987	24	1,137
Palestine	2	—	—	2
Philippines	1,307	4,260	679	6,246
S. E. & S. Asia	11	1	—	12
Syria	1,376	1,042	42	2,460
Taiwan	120	512	73	705
Thailand	381	1,417	6	1,804
Total	**16,917**	**35,815**	**983**	**53,715**
NORTH & CENTRAL AMERICA				
Bahamas	20	15	2	37
Barbados	2	—	—	2
Bermuda	—	15	—	15
Br. Honduras	11	14	—	25
Canada	17,973	4,786	255	23,014
Costa Rica	610	1,013	42	1,665
Cuba	10,302	3,101	69	13,472
Dominican Rep.	1,035	840	34	1,909
Fr. W. Indies	9	29	—	38
Greenland	1	—	—	1
Guatemala	815	1,009	96	1,920
Haiti	640	580	4	1,224
Honduras	477	570	3	1,050
Jamaica	37	4	—	41
Lee. & Wind. Is.	—	2	—	2
Mexico	16,744	19,205	509	36,458
Miquelon	1	—	—	1
Neth. Antilles	888	294	8	1,190
Nicaragua	359	994	25	1,378
Panama-CZ	1,421	434	94	1,949
Salvador	1,197	981	31	2,209
Trinidad	13	1	—	14
Total	**52,555**	**33,887**	**1,172**	**87,614**
SOUTH AMERICA				
Argentina	783	161	—	944
Bolivia	531	205	11	747
Brazil	2,708	26,081	346	29,135
Br. Guiana	2	4	—	6
Chile	759	1,364	705	2,828
Colombia	10,774	17,001	557	28,332
Ecuador	619	2,838	17	3,474
Fr. Guiana	11	26	—	37
Paraguay	265	245	6	516
Peru	507	3,722	102	4,331
Surinam	175	117	5	297
Uruguay	1,111	2,053	19	3,183
Venezuela	22,007	17,097	267	39,371
Total	**40,252**	**70,914**	**2,035**	**113,201**

	Passenger Cars	Trucks	Buses	Total
AFRICA				
Algeria	38	67	—	105
Angola	347	1,614	—	1,961
Belgian Congo	1,761	4,027	46	5,834
Br. E. Africa	51	61	—	112
Cameroon	14	324	—	338
Canary Isls.	4	2	—	6
Egypt	366	1,196	112	1,674
Ethiopia	63	180	—	243
Fr. Eq. Africa	9	191	—	200
Fr. Morocco	2,519	2,525	33	5,077
Fr. Somaliland	19	15	1	35
Fr. W. Africa	33	1,455	—	1,488
Gold Coast	125	33	—	158
Liberia	97	263	3	363
Libya	12	28	2	42
Madagascar	28	332	—	360
Madeira Island	2	3	—	5
Mauritius	—	1	—	1
Mozambique	161	275	1	437
Nigeria	204	216	—	420
No. Rhodesia*	9	55	—	64
Port. W. Africa	20	54	1	75
Rhodesia Ny*	5	202	—	207
Somalia	1	1	—	2
So. Rhodesia*	11	209	—	220
Sp. Africa	54	100	—	154
Sudan	1	6	—	7
Tangier	324	28	—	352
Tunisia	16	7	—	23
Union So. Africa	9,205	9,077	5	18,287
Total	**15,499**	**22,547**	**204**	**38,250**
OCEANIA				
Australia	783	1,473	6	2,262
Br. W. Pac. Isls.	4	6	—	10
Fr. Pac. Isls.	26	48	—	74
New Guinea	2	36	—	38
New Zealand	788	49	—	837
Pac. Isls. Tr. Terr.	—	1	—	1
Total	**1,603**	**1,613**	**6**	**3,222**
EUROPE				
Austria	44	4	—	48
Azores	—	5	—	5
Belgium	21,194	6,074	61	27,329
Czechoslovakia	1	—	—	1
Denmark	3,652	580	—	4,232
Finland	427	131	—	558
France	3,236	13	—	3,249
Germany, West	224	8	—	232
Gibraltar	1	—	—	1
Greece	686	216	41	943
Iceland	106	265	6	377
Ireland	125	32	—	157
Italy	284	8	—	292
Netherlands	3,891	1,189	—	5,080
Norway	450	215	—	665
Poland	1	—	—	1
Portugal	512	77	—	589
Spain	183	120	1	304
Sweden	6,604	725	6	7,335
Switzerland	3,767	1,152	—	4,919
Trieste	17	—	—	17
Turkey	452	3,235	24	3,711
United Kingdom	276	5	—	281
Yugoslavia	110	89	2	201
Total	**46,243**	**14,143**	**141**	**60,527**
WORLD TOTAL	**173,069**	**178,919**	**4,541**	**356,529**

*Effective July 1, 1954, N. Rhodesia and S. Rhodesia included in Federation of Rhodesia and Nyasaland (Rhodesia Ny.).
SOURCE: U. S. Department of Commerce.

356,000 Motor Vehicles Produced in Canada in 1954

(SOURCE: Dominion Bureau of Statistics, Ottawa, Canada)

Number and Wholesale Value of Canadian Production

	PASSENGER CARS		TRUCKS & BUSES		TOTAL	
Year	Number	Value	Number	Value	Number	Value
1921	61,098	$ 53,561,415	5,148	$ 3,843,288	66,246	$ 57,404,703
1929	203,307	134,023,280	59,318	29,474,395	262,625	163,497,675
1932	50,694	32,490,129	10,095	6,070,667	60,789	38,560,796
1940	109,911	83,544,445	113,102	91,191,516	223,013	174,735,961
1941	96,603	81,167,694	173,588	163,414,253	270,191	244,581,947
1942	12,236	10,305,013	216,057	229,103,128	228,293	239,408,741
1943	—	—	178,064	222,393,092	178,064	222,393,092
1944	—	—	158,038	213,259,582	158,038	213,259,582
1945	1,868	1,638,118	130,777	167,103,012	132,645	168,741,130
1946	91,871	82,847,330	79,657	81,204,338	171,528	164,051,668
1947	167,257	182,161,183	90,758	116,357,486	258,015	298,518,669
1948	166,819	210,799,512	96,941	137,228,722	263,760	348,028,234
1949	193,556	277,660,998	99,028	146,697,354	292,584	424,358,352
1950	284,076	447,029,182	106,026	163,942,858	390,102	610,972,040
1951	282,714	438,613,532	132,706	212,806,695	415,420	651,420,227
1952	283,534	417,654,448	150,176	253,247,296	433,710	670,901,744
1953	360,385	539,524,001	120,574	199,082,949	480,959	738,606,950
1954	287,191	436,820,440	69,893	122,291,809	357,083	559,112,249

NOTE: Table above includes wheeled vehicles for military use, but not scout cars or universal carriers.

Canadian Registrations of Motor Vehicles

Dec. 31	Passenger Cars	Motor Trucks	Motor Buses	Other Com.	Total
1940	1,234,637	247,634	3,182	1,997	1,487,450
1941	1,279,536	270,941	3,441	4,389	1,558,307
1942	1,216,950	283,777	4,016	3,592	1,508,335
1945	1,160,058	315,606	5,988	1,235	1,482,887
1946	1,234,006	355,095	5,788	10,411	1,605,300
1947	1,370,173	425,803	6,826	7,028	1,809,830
1948	1,496,384	480,793	7,487	16,240	2,000,904
1949①	1,671,650	535,940	10,078	33,474	2,251,142
1950	1,910,072	617,194	10,004	20,251	2,557,521
1951	2,094,646	688,631	12,090	29,861	2,825,228
1952	2,296,479	770,050	12,021	36,647	3,115,197
1953	2,513,138	825,476	12,162	40,826	3,391,602
1954	2,680,391	867,805	12,747	42,462	3,603,405

① Newfoundland included for first time: Passenger cars 9,022; Trucks, 4,098; Buses, 312 and other commercial 297.

Canadian Automobile Parts and Accessories Industry

Year	No. of Plants	Ave. No. of Emp.	Salaries and Wages	Wholesale Value of Products	Value of Exports	Value of Imports*
1929	65	4,708	$ 6,711,434	$ 31,965,078	$ 2,350,232	$ 44,772,091
1932	76	3,832	3,874,618	12,161,456	1,846,033	11,588,190
1940	100	10,441	14,981,791	64,878,624	10,712,365	47,580,369
1941	102	16,138	25,764,272	124,386,867	20,737,635	71,545,346
1942	101	21,010	37,011,834	184,499,499	62,960,913	76,420,704
1943	101	21,631	40,328,567	175,074,983	213,942,858	67,118,013
1944	104	20,366	38,671,730	160,195,390	139,344,916	80,320,522
1945	108	17,390	33,115,867	126,562,829	93,852,013	71,731,844
1946	113	16,179	27,561,067	93,578,142	21,110,039	67,563,246
1947	128	17,487	36,559,864	131,513,510	20,141,614	103,394,972
1948	137	16,388	39,226,370	140,068,414	15,339,688	103,791,894
1949	150	17,898	45,662,602	171,590,042	10,752,295	117,748,017
1950	151	19,719	56,092,273	226,539,375	12,036,038	162,298,062
1951	161	21,197	65,283,163	263,133,094	15,763,431	199,580,576
1952	172	21,791	72,607,789	276,785,167	18,548,647	194,792,543
1953	179	23,335	81,186,799	307,676,670	16,999,484	226,666,842
1954	—	—	—	—	15,374,579	183,568,869

* Does not include car and truck engines and parts imported.

Canadian Motor Vehicle Manufacturing Industry

Year	No. of Plants	Ave. No. of Emp.	Salaries and Wages	Exports Cars	Exports Trucks	Imports Cars	Imports Trucks
1929	17	16,435	$26,864,808	64,863	36,848	39,446	5,278
1932	25	8,810	11,435,741	9,800	2,734	1,160	289
1939	12	14,427	20,573,714	38,548	19,955	16,332	2,120
1940	10	16,798	31,110,945	18,145	66,047	15,155	1,937
1941	10	19,597	44,783,064	12,315	130,304	2,672	1,190
1942	6	24,403	52,281,941	5,283	159,377	327	3,392
1943	5	24,265	57,569,265	172	165,910	21	1,388
1944	5	22,499	53,879,982	62	144,151	35	3,249
1945	6	17,915	43,623,220	44	122,768	236	1,855
1946	9	21,647	43,968,772	23,451	44,660	18,642	8,697
1947	9	23,837	58,047,977	41,550	42,215	35,570	7,293
1948	11	24,703	68,477,721	27,277	20,901	17,037	3,575
1949	15	27,022	76,684,328	17,469	12,147	35,427	3,270
1950	19	29,355	94,414,819	24,085	10,249	81,722	6,806
1951	19	30,479	101,342,774	37,181	23,308	42,631	5,703
1952	19	31,102	113,607,071	41,666	38,268	34,665	4,328
1953	20	32,973	131,316,134	27,977	17,245	53,179	5,296
1954	20	27,949	106,062,439	7,321	3,672	38,509	4,973

70% of World's Passenger Car Production in U.S.

World Motor Vehicle Production—1954 Compared with 1938

	1938			1954			
	Passenger Cars	Trucks and Buses	Total	Passenger Cars	Trucks	Buses	Total
United States	2,019,566	488,841	2,508,407	5,558,897	1,038,056⑥	4,118	6,601,071
Canada	123,761	42,325	166,086	287,191	69,500	392	357,083
Subtotals	2,143,327	531,166	2,674,493	5,846,088	1,107,556	4,510	6,958,154
Australia	–0–	–0–	–0–	40,124	14,670	—	54,794
Austria	Included with Germany			4,872③	4,902	466	10,240
Belgium	1,464	201	1,665	1,678	1,760	182	3,620
Czechoslovakia	11,400	1,600	13,000	N.A.	N.A.	N.A.	N.A.
Denmark	–0–	303	303	–0–	50	20	70
Finland	–0–	180	180	–0–	650	250	900
France	189,691	25,298	214,989	437,098	159,815	3,180	600,093
Germany, East	—	—	—	30,400	⑥	⑥	30,400④
Germany, West	276,592	75,777	352,369	561,172	113,321	6,016	680,509
Hungary	237	553	790	N.A.	N.A.	N.A.	N.A.
India	N.A.	N.A.	N.A.	3,904	—	—	3,904
Italy	58,966	11,175	70,141	180,769	33,840	2,091	216,700
Japan	8,500	15,600	24,100	8,506	148,262	5,749	162,517①
Netherlands	N.A.	N.A.	N.A.	—	1,255	245	1,500
Norway	–0–	–0–	–0–	—	—	20	20
Poland	2,100	820	2,920	12,000	26,000	③	38,000④
Spain	N.A.	N.A.	N.A.	20	600	—	620
Sweden	2,132	4,914	7,046	28,564	14,569	1,602	44,735
Switzerland	–0–	600	600	–0–	1,500	③	1,500
U.S.S.R.	26,975	183,756	210,731	40,000	450,000	10,000	500,000④
United Kingdom	341,028	103,849	444,877	769,165	261,944⑦	8,081	1,039,190
Yugoslavia	N.A.	N.A.	N.A.	—	1,530	—	1,530
Subtotals	919,085	424,626	1,343,711	2,118,272	1,234,668	37,902	3,390,842
World Total	**3,062,412**	**955,792**	**4,018,204**	**7,964,360**	**2,342,224**	**42,412**	**10,348,996**

N.A.: Not available. ① Including 8 3-wheel passenger cars and 101,894 3-wheel trucks. ③ Included with trucks. ⑥ Including units assembled. ④ Source: "The American Automobile". ⑤ Includes school buses. ⑥ Included with passenger cars. ⑦ Includes battery electric vehicles 1,311.

SOURCE: Automotive Division, Department of Commerce.

Great Britain Exported Twice as Many Passenger Cars as U. S. in 1954

Exports and Imports of Motor Vehicles by Producing Countries

	1954 Exports				1954 Imports			
	Passenger Cars	Trucks	Buses	Total	Passenger Cars	Trucks	Buses	Total
United States	173,312	180,109	4,541	357,962	34,554	479	–0–	35,033
Canada	19,037	9,703	–0–	28,740	38,519	6,371	292	45,182
Subtotal	192,349	189,812	4,541	386,702	73,073	6,850	292	80,215
Australia	N.A.	N.A.	N.A.	N.A.	107,803	33,169	—	140,972
Austria	48	1,764	—	1,812	24,527	4,825	—	29,352
Belgium	11,240	2,445	8	13,693	93,878	18,773	78	112,729
Czechoslovakia	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Denmark	1,242	322	—	1,564	39,214	17,343	206	56,763
Finland	–0–	–0–	–0–	–0–	12,288	2,251	—	14,539
France	105,276	33,715	1,225	141,216	7,716	529	37	8,282
Germany, West	246,537	51,617	—	298,154	4,658	757	—	5,415
Hungary	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
India①	–0–	–0–	–0–	–0–	10,546	4,516	—	15,062
Italy	40,758	3,058	320	44,136	1,947	412	94	2,453
Japan	161	848	97	1,106	14,976	1,267	74	16,317
Netherlands	4,888	1,174	53	6,115	36,175③	14,151	54	50,380③
Norway	–0–	–0–	–0–	–0–	13,912	7,557	393	21,862
Poland	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Spain	N.A.	N.A.	N.A.	N.A.	6,013*	2,217*	—	8,230*
Sweden	2,365	5,785	—	8,150	85,187	5,566	—	90,753
Switzerland	—	52	—	52	40,205	3,873	—	44,078
U.S.S.R.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
United Kingdom	366,084	123,652	3,080	492,816	4,660	684	—	5,344
Yugoslavia	–0–	–0–	–0–	–0–	271	330	29	630
Subtotal	778,599	224,432	4,783	1,008,814	503,976	118,220	955	623,161
Grand Total	**970,948**	**414,244**	**9,324**	**1,395,516**	**577,049**	**125,070**	**1,257**	**703,376**

N.A.: Not available. * 1st 7 months of 1954. ① Fiscal year March, 1955. ③ Omits exports of vehicles assembled from parts for assembly imported.

SOURCE: Automotive Division, Department of Commerce.

New Motor Vehicle Registrations by States

State	Passenger Cars		Motor Trucks		Total	
	1953	1954	1953	1954	1953	1954
Alabama	71,078	72,893	19,653	17,247	90,731	90,140
Arizona	24,926	24,999	7,160	7,324	32,086	32,323
Arkansas	41,599	37,589	18,357	16,102	59,956	53,691
California	452,769	434,789	69,345	63,966	522,114	498,755
Colorado	44,558	46,007	11,180	10,342	55,738	56,349
Connecticut	87,629	86,202	8,214	7,487	95,843	93,689
Delaware	18,498	17,101	2,734	2,527	21,232	19,628
Florida	120,439	131,433	23,340	22,072	143,779	153,505
Georgia	94,643	98,437	23,441	24,601	118,084	123,038
Idaho	23,776	19,187	7,607	5,976	31,383	25,163
Illinois	406,069	398,306	43,436	37,376	449,505	435,682
Indiana	182,962	172,344	29,108	24,212	212,070	196,556
Iowa	100,797	98,534	20,190	18,308	120,987	116,842
Kansas	83,127	86,826	18,277	16,371	101,404	103,197
Kentucky	72,423	66,927	18,525	15,658	90,948	82,585
Louisiana	77,655	83,500	19,795	18,539	97,450	102,039
Maine	24,283	23,266	5,559	5,023	29,842	28,289
Maryland	89,494	87,142	11,199	9,881	100,693	97,023
Massachusetts	159,527	155,881	12,291	12,530	171,818	168,411
Michigan	423,454	375,625	40,795	34,776	464,249	410,401
Minnesota	123,661	116,696	19,054	17,223	142,715	133,919
Mississippi	45,176	47,000	18,374	18,180	63,550	65,180
Missouri	159,971	147,737	29,067	23,498	189,038	171,235
Montana	24,869	22,703	8,001	7,201	32,870	29,904
Nebraska	58,278	53,216	13,123	11,571	71,401	64,787
Nevada	7,846	8,052	2,130	2,161	9,976	10,213
New Hampshire	17,680	18,138	2,924	2,899	20,604	21,037
New Jersey	211,073	216,076	23,500	21,047	234,573	237,123
New Mexico	21,248	22,508	6,428	7,059	27,676	29,567
New York	485,032	481,078	47,704	41,352	532,736	522,430
North Carolina	110,364	96,986	26,685	22,130	137,049	119,116
North Dakota	24,075	21,654	6,128	5,221	30,203	26,875
Ohio	359,056	331,768	42,510	35,857	401,566	367,625
Oklahoma	78,336	76,428	22,257	18,656	100,593	95,084
Oregon	60,858	54,814	13,415	11,941	74,273	66,755
Pennsylvania	413,057	359,822	47,965	38,654	461,022	398,476
Rhode Island	27,728	27,183	2,662	2,444	30,390	29,627
South Carolina	54,251	47,052	12,397	9,832	66,648	56,884
South Dakota	21,598	22,164	5,465	4,908	27,063	27,072
Tennessee	88,369	91,224	20,881	18,258	109,250	109,482
Texas	321,374	349,509	74,857	72,059	396,231	421,568
Utah	21,884	19,366	4,748	4,429	26,632	23,795
Vermont	12,672	11,926	2,705	2,514	15,377	14,440
Virginia	108,232	113,992	17,685	17,373	125,917	131,365
Washington	68,202	63,579	13,718	12,480	81,920	76,059
West Virginia	43,875	39,154	9,724	7,130	53,599	46,284
Wisconsin	132,309	120,572	18,794	16,329	151,103	136,901
Wyoming	13,317	12,910	4,477	4,190	17,794	17,100
D. of C.	24,892	25,169	2,728	2,187	27,620	27,356
Total	**5,738,989**	**5,535,464**	**930,312**	**829,101**	**6,669,301**	**6,364,565**

SOURCE: R. L. Polk and Company.

New Motor Vehicle Registrations, 1941-1954

Passenger Cars

	1941	1949	1950	1951	1952	1953	1954
Jan.	297,558	273,161	381,562	472,766	301,379	386,221	340,788
Feb.	299,701	258,218	408,990	430,797	295,459	396,558	369,592
Mar.	419,396	360,584	495,885	512,599	322,857	486,368	480,731
Apr.	488,460	390,932	471,215	467,313	374,288	528,278	508,102
May	514,478	446,251	488,363	470,446	422,217	540,575	520,958
June	443,470	432,470	583,922	454,665	423,655	542,193	596,753
July	391,795	448,477	609,926	406,333	340,454	533,783	474,316
Aug.	246,595	478,556	683,995	424,422	215,668	502,430	440,312
Sept.	125,293	459,647	625,755	406,217	318,870	453,806	407,844
Oct.	165,485	465,765	580,373	373,162	383,385	504,697	395,943
Nov.	164,747	409,702	444,193	332,099	360,256	450,311	381,081
Dec.	174,188	414,579	552,259	310,084	399,906	413,937	656,611
Total*	**3,731,166**	**4,838,342**	**6,326,438**	**5,060,903**	**4,158,394**	**5,738,989**	**5,535,464**

Commercial Cars and Trucks

	1941	1949	1950	1951	1952	1953	1954
Jan.	50,830	66,423	67,925	88,058	59,661	72,606	60,706
Feb.	50,124	67,537	71,698	78,581	59,285	68,616	60,848
Mar.	62,413	87,165	96,266	86,287	63,364	79,672	72,583
Apr.	64,236	78,857	92,241	84,961	73,461	91,127	75,504
May	64,177	86,375	90,786	90,627	71,690	86,366	78,209
June	62,265	79,069	91,512	87,461	71,471	77,199	85,859
July	67,412	76,866	117,040	84,021	72,134	76,161	65,181
Aug.	56,191	85,539	126,533	87,646	57,786	76,673	64,180
Sept.	43,892	89,228	113,784	84,814	65,381	78,319	66,174
Oct.	41,352	86,398	101,169	92,281	77,486	82,661	71,254
Nov.	36,799	79,699	84,167	76,517	70,431	72,596	64,735
Dec.	41,006	78,805	89,186	62,596	69,949	68,659	69,838
Total*	**640,697**	**961,961**	**1,142,307**	**1,003,850**	**812,099**	**930,312**	**829,101**

Total Cars and Trucks

	1941	1949	1950	1951	1952	1953	1954
Jan.	348,388	339,584	449,487	560,824	361,040	458,827	401,494
Feb.	349,825	325,755	480,688	509,378	354,744	465,174	430,440
Mar.	481,809	447,749	592,151	598,886	386,221	566,040	553,314
Apr.	552,696	469,789	563,456	552,274	447,749	619,405	583,606
May	578,655	532,626	579,149	561,073	493,907	626,941	599,167
June	505,735	511,539	675,434	542,126	495,126	619,392	682,612
July	459,207	525,343	726,966	490,354	412,588	609,944	539,497
Aug.	302,786	564,095	810,528	512,068	273,454	579,103	504,492
Sept.	169,185	548,875	739,539	491,031	384,251	532,125	474,018
Oct.	206,837	552,163	681,542	465,443	460,871	587,358	467,197
Nov.	201,546	489,401	528,360	408,616	430,687	522,907	445,816
Dec.	215,194	493,384	641,445	372,680	469,855	482,596	726,449
Total*	**4,371,863**	**5,800,303**	**7,468,745**	**6,064,753**	**4,970,493**	**6,669,301**	**6,364,565**

*Annual totals do not always equal sum monthly data due to year end corrections which cannot be assigned to any particular months.

SOURCE: R. L. Polk and Company.

Automotive Retailer Sales $43 Billion in 1954

Old Series*	Motor Vehicle Dealers (Million)	Parts and Accessories Stores (Million)	Gasoline Service Stations (Million)	Total (Million)
1929	$ 6,432	$ 599	$1,787	$ 8,818
1935	3,863	374	1,968	6,205
1939	5,025	524	2,822	8,371
1941	8,185	704	3,466	12,355
1944	4,420	739	2,812	7,971
1945	5,000	855	3,284	9,139
1946	10,647	1,275	4,511	16,433
1947	15,804	1,278	5,482	22,564
1948	18,744	1,360	6,483	26,587
1949	21,669	1,271	6,957	29,897
1950	26,702	1,587	7,553	35,842
1951	25,634	1,682	8,390	35,706

New Series*	Motor Vehicle and Other Automotive Dealers (Million)	Tire, Battery & Accessory Dealers (Million)	Gasoline Service Stations (Million)	Total (Million)
1951	$26,282	$1,874	$9,151	$37,307
1952	26,393	1,944	9,976	38,313
1953	31,499	1,820	10,537	43,856
1954	29,961	1,705	11,445	43,111

* A revised method of estimating retail sales was introduced in 1952. A one-year overlap of the new and old series is shown for 1951.

NOTE: Does not include parts, accessory and gasoline sales by stores where other classes of merchandise are the principal products sold, such as general stores. Data above includes any non-automotive products which are sold by automotive retail stores.

SOURCE: U. S. Department of Commerce.

One U. S. Business in Six is Automotive

Manufacturing	Number of Establishments
Motor Vehicles and Equipment	2,310①
Tires and Inner Tubes	68
Petroleum Refining	618
Total	2,996①
Wholesale	
Automobiles	2,332
Automotive Equipment, Tires and Tubes	13,813
Petroleum and Products	31,405
Total	47,550
Miscellaneous	
For-Hire Trucking	210,000②
Motor Bus Operators	4,200
Highway Contractors	4,000
Taxi Companies	9,597
Outdoor Theaters	820
Auto Race Tracks	112
Tourist Courts	25,919
Auto Wreckers	25,000
Total	279,648

Retail	Number of Establishments
Motor Vehicles	
New and Used	47,468
Used Only	16,874
Tire, Battery, Accessories	
New	20,628
Used	2,365
Gasoline Stations	188,253②
Total	275,588
Service, Automotive	
General Repairs	60,147
Battery and Ignition Repair	1,890
Glass Shop	1,079
Paint Shops	2,567
Radiator Repairs	2,844
Tire Repairs	1,955
Top and Body Repairs	10,425
Brake Repairs	751
Wheel, Axle, Spring Repair	1,197
Other Repairs	2,020
Automobile Rentals	1,011
Automobile Storage Garages	2,606
Parking Lots	5,927
Automobile Laundries	792
Other Services	333
Total	95,544

Total, All Automotive Firms in United States **701,326**
Total, All Businesses in United States **4,185,000**
Percent Automotive **16.8%**

① This count is from the "1953 County Business Patterns", compiled from social security records. It covers only a few of the estimated 15 to 20 thousand suppliers to the vehicle manufacturers. These suppliers manufacture items such as glass, upholstery, paint, etc., and are classified in other industries.

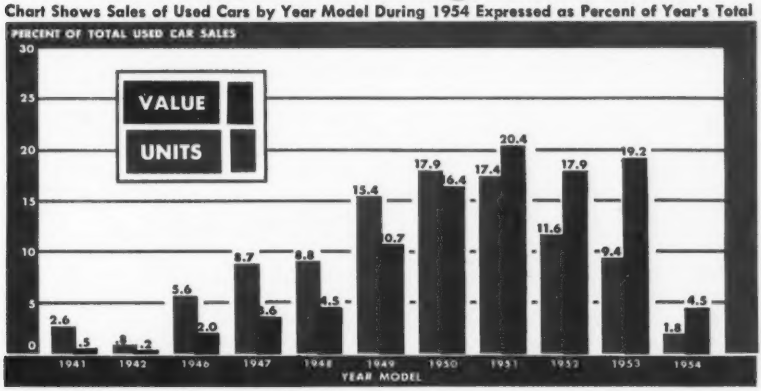
② Does not include retail gasoline outlets where some other type of product is the principal source of income. For example, there are over 12,000 general stores which sell gasoline or lubricants and which are not included in this count.

③ This is believed to be a conservative estimate since there were more than 200,000 carriers in 1942.

SOURCE: Data is based on 1947 Census of Manufactures, 1948 Census of Business, 1953 social security reports and data from "Bus Transportation" magazine, American Trucking Association, American Road Builders Association and National Production Authority.

1951 Model Used Car Sales Highest in Total Value

Chart Shows Sales of Used Cars by Year Model During 1954 Expressed as Percent of Year's Total



SOURCE: National Automobile Dealers Association.

38% of New Cars Sold for Cash in 1954

Method of Financing	Percent of All Buyers 1948	1949	1950	1951	1952	1953	1954
New Passenger Cars:							
Full Cash (Including Trade-In Allowance)	66%	56%	54%	52%	41%	40%	38%
Installment Credit, Other Borrowing ① (together with down payment in the form of cash and trade-in allowance)	33%	43%	46%	47%	57%	59%	62%
Method Not Ascertained	1%	1%	②	1%	2%	1%	②
Total	100%	100%	100%	100%	100%	100%	100%
Used Passenger Cars:							
Full Cash (Including Trade-In Allowance)	55%	47%	41%	39%	33%	37%	36%
Installment Credit, Other Borrowing ① (together with down payment in the form of cash and trade-in allowance)	42%	52%	57%	60%	65%	62%	63%
Method Not Ascertained	3%	1%	2%	1%	2%	1%	1%
Total	100%	100%	100%	100%	100%	100%	100%
All Passenger Cars:							
Full Cash (Including Trade-In Allowance)	59%	50%	47%	44%	35%	38%	37%
Installment Credit, Other Borrowing ① (together with down payment in the form of cash and trade-in allowance)	39%	49%	52%	55%	63%	61%	62%
Method Not Ascertained	2%	1%	1%	1%	2%	1%	1%
Total	100%	100%	100%	100%	100%	100%	100%

① In the surveys for 1949 and later years a question was asked specifically in regard to other borrowing. This question was not asked in previous surveys ② Less than one-half of one percent.

12,900,000 New and Used Car Purchasers in 1954

	1946	1948	1949	1950	1951	1952	1953	1954
New	1,500,000	3,200,000	4,500,000	5,200,000	4,400,000	3,600,000	4,900,000	4,300,000
Used	3,500,000	5,600,000	6,900,000	7,500,000	7,300,000	7,900,000	7,800,000	8,600,000
Ratio	2.33	1.81	1.53	1.44	1.66	2.19	1.59	2.00

Data for all years represent the number of spending units that bought cars during the year and still own them at the end of the year. Sales to business and government organizations are not included.

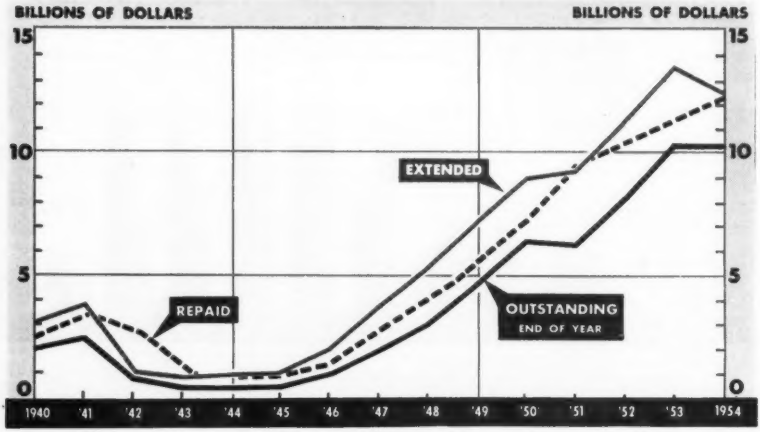
Average Used Car Price in 1954 was $800

	1950	1951	1952	1953	1954
Median	$550	$600	$850	$900	$700
Average	$730	$790	$950	$920	$800

SOURCE: Survey of Consumer Finances conducted for the Federal Reserve Board by the Survey Research Center of the University of Michigan.

$12.5 Billions Auto Credit Extended in 1954

Compared with $12.5 Billions Repaid in Year



Consumer Instalment Credit, Automobiles

(Millions of Dollars)

	AMOUNT EXTENDED	AMOUNT REPAID	AMOUNT OUTSTANDING BY TYPE OF INSTITUTION HOLDING CREDIT, END OF YEAR						
			Commercial Banks			Other Financial① Institutions	Sales Finance Companies	Automobile Dealers②	Total
			Purchased Paper	Direct Loans	Total				
1940.....	$ 3,086	$ 2,512	$ 339	$ 276	$ 615	$102	$1,187	$167	$ 2,071
1941.....	3,823	3,436	447	338	785	122	1,363	188	2,458
1942.....	1,022	2,738	149	134	283	65	341	53	742
1943.....	762	1,149	58	86	144	49	131	31	355
1944.....	930	888	59	101	160	51	153	33	397
1945.....	999	941	66	143	209	54	164	28	455
1946.....	1,969	1,443	169	311	480	77	377	47	981
1947.....	3,692	2,749	352	539	891	130	802	101	1,924
1948.....	5,280	4,150	575	753	1,328	189	1,378	159	3,054
1949.....	7,182	5,537	849	946	1,795	240	2,425	239	4,699
1950.....	8,928	7,285	1,177	1,294	2,471	330	3,257	284	6,342
1951.....	9,362	9,462	1,135	1,311	2,446	358	3,183	255	6,242
1952.....	12,306	10,449	1,633	1,629	3,262	457	4,072	308	8,099
1953.....	13,621	11,379	2,215	1,867	4,082	573	5,306	380	10,341
1954.....	12,532	12,477	2,198	1,645	3,843	596	5,563	394	10,396

① Includes consumer finance companies (operating primarily under state small loan laws), credit unions, industrial loan companies, mutual savings banks, savings and loan associations, and other lending institutions holding consumer instalment loans.

② Includes only automobile paper; other instalment credit held by automobile dealers is excluded.

These figures cover credit used to finance the purchase of motor vehicles for personal consumption. Credit extended to businesses or individuals for the purchase of trucks has been excluded. Insurance policy loans are excluded, as well as any personal loans used to purchase automobiles where the loan is not secured by the vehicle purchased.

SOURCE: Board of Governors of the Federal Reserve System.

83% of New Car Purchases Involve Trade-Ins

Type of Transaction	BUYERS OF NEW CARS				BUYERS OF USED CARS				BUYERS OF NEW AND USED CARS			
	1954	1953	1952	1951	1954	1953	1952	1951	1954	1953	1952	1951
Traded-in a Car..	83%	82%	74%	67%	51%	51%	49%	52%	62%	63%	57%	57%
Sold a Car.....	3	4	8	14	7	7	8	7	5	6	8	10
Neither.....	14	14	15	15	41	41	40	39	32	30	32	30
Not Ascertained...	*	*	3	4	1	1	3	2	1	1	3	3
Total.....	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

* Less than one-half of one percent.

SOURCE: Survey of Consumer Finances conducted for the Federal Reserve Board by the Survey Research Center of the University of Michigan.

Motor Vehicle Registrations in United States

Privately Owned Vehicles

Year Dec. 31	Passenger Cars	Buses①	Trucks Number	Trucks % of Tota	Tota
1895	4	—	—	—	4
1896	16	—	—	—	16
1897	90	—	—	—	90
1898	800	—	—	—	800
1899	3,200	—	—	—	3,200
1900	8,000	—	—	—	8,000
1901	14,800	—	—	—	14,800
1902	23,000	—	—	—	23,000
1903	32,920	—	—	—	32,900
1904	54,590	—	700	1.3	55,290
1905	77,400	—	1,400	1.8	78,800
1906	105,900	—	2,200	2.0	108,100
1907	140,300	—	2,900	2.0	143,200
1908	194,400	—	4,000	2.0	198,400
1909	305,950	—	6,050	1.9	312,000
1910	458,377	—	10,123	2.2	468,500
1911	618,727	—	20,773	3.2	639,500
1912	901,596	—	42,404	4.5	944,000
1913	1,190,393	—	67,667	5.4	1,258,060
1914	1,664,003	—	99,015	5.6	1,763,018
1915	2,332,426	—	158,506	6.4	2,490,932
1916	3,367,889	—	250,048	6.9	3,617,937
1917	4,727,468	—	391,057	7.6	5,118,525
1918	5,554,952	—	605,496	9.8	6,160,448
1919	6,679,133	—	897,755	11.8	7,576,888
1920	8,131,522	—	1,107,639	12.0	9,239,161
1921	9,212,158	—	1,281,508	12.2	10,493,666
1922	10,704,076	—	1,569,523	12.8	12,273,599
1923	13,253,019	—	1,849,086	12.2	15,102,105
1924	15,436,102	—	2,176,838	12.4	17,612,940
1925	17,439,701	17,808	2,483,215	12.5	19,940,724
1926	19,220,885	24,320	2,807,354	12.7	22,052,559
1927	20,142,120	27,659	2,969,780	12.8	23,139,559
1928	21,308,159	31,982	3,171,542	12.9	24,511,683
1929	23,060,421	33,999	3,408,088	12.9	26,502,508
1930	22,972,745	40,507	3,518,747	13.3	26,531,999
1931	22,330,402	41,880	3,489,756	13.5	25,862,038
1932	20,832,357	43,476	3,256,776	13.5	24,132,609
1933	20,586,284	44,918	3,245,505	13.6	23,876,707
1934	21,472,078	51,530	3,430,396	13.7	24,954,004
1935	22,494,884	58,994	3,675,865	14.0	26,229,743
1936	24,108,236	62,618	4,001,464	14.2	28,172,318
1937	25,390,773	66,166	4,249,219	14.3	29,706,158
1938	25,167,030	65,198	4,210,477	14.3	29,442,705
1939	26,139,526	68,859	4,406,702	14.4	30,615,087
1940	27,372,397	72,641	4,590,386	14.3	32,035,424
1941	29,524,101	88,800	4,859,244	14.1	34,472,145
1942	27,868,746	102,093	4,608,086	14.1	32,578,925
1943	25,912,730	106,702	4,480,176	14.7	30,499,608
1944	25,466,331	106,518	4,513,340	15.0	30,086,189
1945	25,691,434	112,253	4,834,742	15.8	30,638,429
1946	28,100,188	119,937	5,725,692	16.9	33,945,817
1947	30,718,852	128,983	6,512,628	17.4	37,360,463
1948	33,213,905	132,603	7,209,961	17.8	40,556,469
1949	36,312,380	135,002	7,692,569	17.4	44,139,951
1950	40,185,146	143,206	8,272,153②	17.0	48,600,505
1951	42,525,217	143,290	8,657,921②	16.9	51,326,428
1952	43,653,545	145,227	8,853,063②	16.8	52,651,835
1953	46,289,129	141,255	9,195,697②	16.5	55,626,081
1954	48,323,909	140,003	9,444,394②	16.3	57,908,306

Privately and Publicly* Owned Vehicles

1942	27,976,259	139,274	4,887,067	14.8	33,002,600
1943	26,009,073	152,324	4,726,737	15.3	30,888,134
1944	25,566,464	152,592	4,760,250	15.6	30,479,306
1945	25,793,493	162,125	5,079,802	16.4	31,035,420
1946	28,213,336	173,585	5,986,081	17.4	34,373,002
1947	30,845,350	187,457	6,808,691	18.0	37,841,498
1948	33,350,894	196,726	7,537,911	18.4	41,085,531
1949	36,453,351	208,929	8,028,016	18.0	44,690,296
1950	40,333,591	223,652	8,637,969②	17.6	49,195,212
1951	42,682,591	230,461	9,035,744②	17.4	51,948,796
1952	43,817,580	240,485	9,243,264②	17.3	53,301,329
1953	46,460,094	244,251	9,608,936②	17.1	56,313,281
1954	48,498,870	248,346	9,875,331②	16.8	58,622,547
1955 Prelim.	50,954,000	252,000	10,128,000	16.5	61,334,000

* Excludes Military Vehicles. ① Incomplete. Many states did not segregate buses from passenger cars or trucks in earlier years. Includes municipally-owned buses engaged in public transit. ② Includes farm trucks registered at a nominal fee in 5 states and restricted to use in vicinity of owners' farm. There were 32,684 such trucks in the 1954 count.
SOURCE: U. S. Bureau of Public Roads 1900 to date. Prior to 1900 estimated by Automobile Manufacturers Association.

1954 Car, Truck and Bus Registrations by States

State	PRIVATELY OWNED Passenger Cars	Buses ②	Motor Trucks ③	Total	PRIVATELY AND PUBLICLY-OWNED ① Passenger Cars	Buses ③	Motor Trucks ③	Total
Ala.	718,339	2,071	181,276	901,686	720,848	5,918	188,632	915,398
Ariz.	288,565	837	82,120	371,522	290,853	1,487	87,364	379,704
Ark.	366,363	784	170,838	537,985	367,045	3,529	174,445	545,019
Cal.	4,857,095	7,177	762,614	5,626,886	4,879,210	12,374	807,258	5,698,842
Colo.	521,654	1,508	148,119	671,281	523,651	2,693	155,981	682,325
Conn.	759,178	3,034	102,515	864,727	762,195	3,215	107,200	872,610
Del.	110,105	470	27,438	138,013	110,893	502	28,331	139,726
Fla.	1,180,756	2,078	207,304	1,390,138	1,184,224	4,149	219,324	1,407,697
Ga.	892,794	3,646	224,430	1,120,870	894,392	6,487	232,649	1,133,528
Idaho	224,671	389 ④	84,178 ④	309,238	225,466	949	88,408	314,823
Ill.	2,687,784	5,917	370,190	3,063,891	2,693,638	10,495	383,659	3,087,792
Ind.	1,387,805	5,822	276,651	1,670,278	1,391,194	6,983	284,253	1,682,430
Iowa	924,066	1,190	205,562	1,130,818	926,326	4,504	212,710	1,143,540
Kansas	756,024	794	232,060	988,878	759,088	1,972	240,542	1,001,602
Ky.	749,516	2,937	195,176	947,629	751,500	4,742	201,354	957,596
La.	681,485	4,156	178,547	864,188	684,653	5,021	184,126	873,800
Maine	236,901	1,266	63,458⑦	301,625	237,905	1,647	66,450	306,002
Md.	738,359	4,668	121,072	864,099	741,442	5,053	124,510	871,005
Mass.	1,289,320	5,458	169,215	1,463,993	1,294,211	5,548	180,130	1,479,889
Mich.	2,478,726	7,042	334,395	2,820,163	2,485,369	11,039	351,337	2,847,745
Minn.	1,065,716	4,352	223,956	1,294,024	1,068,233	6,838	231,420	1,306,491
Miss.	402,820	3,069	169,721	575,610	403,440	5,947	175,143	584,530
Mo.	1,137,469	3,921	281,138	1,422,528	1,139,714	5,796	288,368	1,433,878
Mont.	212,479	824	94,645	307,948	213,694	1,156	99,479	314,329
Neb.	484,295	913	144,957	630,165	485,548	1,449	149,993	636,990
Nev.	86,722	232	25,209	112,163	87,436	396	27,350	115,182
N. H.	162,568	865	37,905	201,338	163,674	926	41,284	205,884
N. J.	1,677,717	7,218	233,421	1,918,356	1,683,684	7,555	245,831	1,937,070
N. M.	225,563	1,904	76,425	303,892	227,036	2,062	80,419	309,517
N. Y.	3,879,564	11,517	465,801	4,356,882	3,893,980	18,579	492,558	4,405,117
N. C.	1,027,881	2,453	247,403	1,277,737	1,031,663	12,826	259,763	1,304,252
N. D.	202,589	126	93,839	296,554	203,253	316	96,116	299,685
Ohio	2,884,319	5,360	378,681	3,268,360	2,891,344	13,666	395,476	3,300,486
Okla.	707,099	1,456	240,112	948,667	709,602	6,371	247,450	963,423
Ore. ④	675,060	1,321	72,254	748,635	683,431	3,112	78,306	764,849
Pa.	3,010,900	12,011	495,866	3,518,777	3,021,581	13,019	519,381	3,553,981
R. I.	256,467	910	36,412	293,789	257,508	992	37,750	296,250
S. C.	578,644	1,587	125,493	705,724	580,935	5,888	132,883	719,706
S. D.	228,624	285	81,403	310,312	229,370	690	84,576	314,636
Tenn.	886,552	1,943	212,881	1,101,376	890,443	4,396	223,346	1,118,185
Texas	2,739,261	4,603	714,363	3,458,227	2,746,780	16,287	743,532	3,506,599
Utah	242,947	434	58,142	301,523	244,170	973	61,503	306,646
Vt. ⑤	115,510	297	14,125	129,932	115,840	408	15,039	131,287
Va.	936,265	3,081	198,046	1,137,392	941,008	6,016	206,089	1,153,113
Wash.	875,423	1,051	184,771	1,061,245	881,395	3,674	200,089	1,085,158
W. Va.	393,997	980	110,392	505,369	396,101	2,770	114,538	513,409
Wisc.	1,092,466	3,331	222,759	1,318,556	1,095,060	4,873	236,838	1,336,771
Wyo.	114,925	701	49,111	164,737	115,716	1,026	51,745	168,487
D. of C.	170,561	2,014	18,005	190,580	173,128	2,032	20,403	195,563
Total	**48,323,909**	**140,003**	**9,444,394**	**57,908,306**	**48,498,870**	**248,346**	**9,875,331**	**58,622,547**

① Includes Federal, state, county and municipal vehicles. Vehicles owned by military services are not included.

② Includes municipally-owned buses engaged in public transit.

③ Includes 32,684 farm trucks registered at nominal fee and restricted to use in vicinity of owners farm. These registrations in each state were as follows: Connecticut 5,354; New Hampshire 3,917; New Jersey 8,993; New York 12,242; and Rhode Island 2,178.

④ Trucks with gross weights of 6,000 pounds or less (about 86,000 A.M.A. estimate) included with passenger cars.

⑤ Trucks under 1,500 pounds capacity (about 14,500 units, A.M.A. estimate) included with passenger cars.

⑥ Privately-owned school buses are included with trucks.

⑦ Commercial full trailers are included with trucks.

SOURCE: U. S. Bureau of Public Roads (Table MV-1).

8 Top States Have Half of Car Registrations

Standing of States in Passenger Car Registrations, 1954

Rank	1954 Passenger Car Registrations	1954 Percent Increase Over 1953	Increase in Passenger Car Registrations 1941-1954 Number		Percent		Percent Change in Civilian Population 1941-1954		Civilian Population Per Passenger Car, 1954	
1.	Calif.	4,879,210	3.5	Calif.	2,256,827	Fla.	157.1	Ariz.	81.0	Nev. 2.4
2.	N. Y.	3,893,980	5.6	N. Y.	1,375,925	Ariz.	145.2	Nev.	77.1	Calif. 2.5
3.	Pa.	3,021,581	3.9	Texas	1,301,777	N. M.	131.9	Fla.	73.0	Kan. 2.6
4.	Ohio	2,891,344	4.4	Pa.	1,004,619	Nev.	125.1	Calif.	69.1	Wyo. 2.6
5.	Texas	2,746,780	4.6	Ohio	967,800	Ala.	117.3	Ore.	45.4	Colo. 2.7
6.	Ill.	2,693,638	4.4	Mich.	944,855	Tenn.	108.2	N. M.	42.2	Idaho 2.7
7.	Mich.	2,485,369	2.5	Ill.	867,986	La.	96.9	Wash.	42.2	Ore. 2.7
8.	N. J.	1,683,684	5.3	Fla.	723,639	Ga.	93.7	Utah	34.7	Iowa 2.8
9.	Ind.	1,391,194	4.9	N. J.	659,339	Va.	93.7	Md.	33.7	Mich. 2.8
10.	Mass.	1,294,211	4.2	N. C.	464,255	Utah	93.3	Del.	33.1	Neb. 2.8
11.	Fla.	1,184,224	9.0	Tenn.	462,836	Texas	90.1	Mich.	31.2	Wash. 2.8
12.	Mo.	1,139,714	3.5	Ind.	460,499	Calif.	86.1	Texas	28.3	Conn. 2.9
13.	Wis.	1,095,060	3.1	Va.	455,173	D. of C.	82.6	Conn.	27.2	Fla. 2.9
14.	Minn.	1,068,233	2.4	Mass.	443,528	N. C.	81.8	Va.	24.7	Minn. 2.9
15.	N. C.	1,031,663	4.1	Ga.	432,577	Miss.	81.7	Colo.	24.5	Mont. 2.9
16.	Va.	941,008	6.3	Ala.	389,069	Ky.	80.6	N. J.	23.9	S. D. 2.9
17.	Iowa	926,326	1.4	Wash.	358,532	S. C.	72.9	Ohio	23.1	Ind. 3.0
18.	Ga.	894,392	5.4	La.	337,009	Ark.	72.3	Ind.	21.9	Ohio 3.0
19.	Tenn.	890,443	8.1	Ky.	335,306	Md.	72.3	Wyo.	21.3	Texas 3.0
20.	Wash.	881,395	3.2	Mo.	318,032	Colo.	70.6	La.	21.2	N. J. 3.1
21.	Conn.	762,195	4.8	Md.	311,119	Del.	69.5	Idaho	18.6	N. D. 3.1
22.	Kan.	759,088	4.8	Wis.	299,470	Wash.	68.6	N. C.	17.2	Okla. 3.1
23.	Ky.	751,500	6.0	Minn.	294,339	Ore.	68.1	S. C.	15.8	R. I. 3.1
24.	Md.	741,442	6.1	Conn.	289,894	Idaho	67.0	Ill.	15.6	Utah 3.1
25.	Ala.	720,848	8.3	Kan.	255,777	N. J.	64.4	N. Y.	15.0	N. H. 3.2
26.	Okla.	709,602	3.7	S. C.	245,025	Wyo.	61.6	Mont.	14.7	Ariz. 3.3
27.	La.	684,653	7.8	Ore.	241,962	Conn.	61.4	Ga.	14.2	Del. 3.3
28.	Ore.	597,431*	4.0	Okla.	227,602	Mich.	61.3	Kan.	14.1	N. M. 3.3
29.	S. C.	580,935	0.8	Colo.	216,681	N. Y.	54.6	Wis.	14.0	Wis. 3.3
30.	Colo.	523,651	5.4	Iowa	209,005	Mass.	52.1	Mass.	13.8	Ill. 3.4
31.	Neb.	485,548	0.6	Miss.	181,456	Kan.	50.8	Tenn.	13.6	Md. 3.4
32.	Miss.	403,440	5.8	Ariz.	172,236	Ohio	50.3	Minn.	13.1	Mo. 3.6
33.	W. Va.	396,101	1.3	Ark.	153,979	Pa.	49.8	R. I.	11.9	Pa. 3.6
34.	Ark.	367,045	3.7	Neb.	130,512	Ind.	49.5	Okla.	10.3	Va. 3.7
35.	Ariz.	290,853	6.1	N. M.	129,113	N. H.	48.7	Vt.	10.1	S. C. 3.7
36.	R. I.	257,508	5.0	Utah	117,880	Ill.	47.5	Ala.	10.0	Mass. 3.8
37.	Utah	244,170	4.5	W. Va.	115,154	Okla.	47.2	D. of C.	9.5	Tenn. 3.8
38.	Maine	237,905	3.9	Idaho	90,439	R. I.	44.4	Mo.	9.1	Vt. 3.8
39.	S. D.	229,370	2.5	R. I.	79,149	Mont.	44.2	Pa.	9.0	Ky. 3.9
40.	N. M.	227,036	3.1	Mont.	65,468	W. Va.	41.0	Maine	8.0	Maine 3.9
41.	Idaho	225,466	2.7	S. D.	61,204	Mo.	38.7	S. D.	8.0	N. Y. 3.9
42.	Mont.	213,694	4.2	Maine	61,033	Minn.	38.0	Neb.	7.6	Ga. 4.0
43.	N. D.	203,253	2.2	N. H.	53,625	Wis.	37.6	N. H.	7.5	N. C. 4.0
44.	D. of C.	173,128	2.0	N. D.	50,857	Neb.	36.8	Iowa	7.0	La. 4.2
45.	N. H.	163,674	5.6	Nev.	48,590	S. D.	36.4	Ky.	5.4	Ala. 4.3
46.	Wyo.	115,716	2.9	Del.	45,457	Maine	34.5	N. D.	3.1	D. of C. 4.7
47.	Del.	110,893	3.6	Wyo.	44,118	N. D.	33.4	W. Va.	2.6	W. Va. 4.9
48.	Vt.	101,340*	2.1	Vt.	24,111	Vt.	31.2	Ark.	0.6	Ark. 5.2
49.	Nev.	87,436	8.4	D. of C.	13,216	Iowa	29.1	Miss.	0.4	Miss. 5.4
	Total	**48,398,370**	**4.4**		**18,788,054**		**63.5**		**20.9**	**3.3**

* In Oregon trucks with gross weight under 6,000 pounds are registered as passenger cars, and in Vermont trucks under 1,500 pounds capacity are registered as passenger cars. It is estimated that this amounted to 86,000 vehicles in Oregon and 14,500 in Vermont. We have omitted these respective amounts from the passenger car registrations shown above for Oregon and Vermont.

SOURCE: Compiled by A.M.A. from U. S. Bureau of Public Roads and Bureau of Census data.

1954 Motor Vehicle Registra ti

One Passenger Car for Every Four Pe

County, Principal City and State	REGISTRATIONS JULY 1, 1954 Passenger Cars*	Trucks*	County Population Jan. 1, 1955**	Number of Families** Jan. 1, 1955	Persons per Pass. Car	Families per Pass. Car
5 Boroughs, N.Y., N.Y.	1,241,715	119,335	8,028,400	2,527,100	6.5	2.0
Los Angeles①, L.A., Cal.	1,931,655	208,834	5,043,300	1,744,600	2.6	0.9
Cook, Chicago, Ill.	1,228,987	109,841	4,727,900	1,474,900	3.8	1.2
Wayne①, Detroit, Mich.	845,633	76,619	2,664,000	767,900	3.2	0.9
Philadelphia, Phila., Pa.	414,346	55,032	2,139,600	626,100	5.2	1.5
Allegheny, Pittsburgh, Pa.	374,090	46,790	1,549,500	448,300	4.1	1.2
Cuyahoga, Cleveland, O.	466,387	42,741	1,483,900	447,500	3.2	1.0
St. Louis③, St. Louis, Mo.	409,023	49,322	1,364,800	421,600	3.3	1.0
Baltimore②, Baltimore, Md.	308,978	41,684	1,320,200	377,300	4.3	1.2
Middlesex①, Cambridge, Mass.	302,637	31,622	1,126,800	317,900	3.7	1.1
Harris, Houston, Texas	295,010	57,525	1,012,000	302,600	3.4	1.0
Nassau①, Hempstead, N.Y.	356,475	25,719	973,500	288,300	2.7	0.8
Essex, Newark, N. J.	251,035	32,755	962,400	286,600	3.8	1.1
Erie, Buffalo, N. Y.	277,547	30,221	955,000	281,300	3.4	1.0
Suffolk, Boston, Mass.	161,199	24,559	921,400	265,700	5.7	1.6
Milwaukee, Milwaukee, Wisc.	267,335	26,450	915,800	273,200	3.4	1.0
Washington, D. C.	186,931	24,045	871,000	255,500	4.7	1.4
Alameda①, Oakland, Cal.	274,294	31,322	847,600	286,800	3.1	1.0
San Francisco, San Fr., Cal.	219,255	42,202	808,200	287,100	3.7	1.3
King, Seattle, Wash.	261,725	40,404	782,500	265,800	3.0	1.0
Hamilton, Cincinnati, O.	207,301	24,101	775,300	246,700	3.7	1.2
Dallas, Dallas, Texas	239,479	41,446	751,300	230,500	3.1	1.0
San Diego, San Diego, Cal.	233,152	26,661	737,100	242,500	3.2	1.0
Hennepin, Minneapolis, Minn.	242,406	28,899	719,700	221,000	3.0	0.9
Dade, Miami, Fla.	234,863	30,668	712,700	219,600	3.0	1.0
DeKalb-Fulton, Atlanta, Ga.	187,349	32,764	682,800	197,300	3.6	1.1
Hudson, Jersey City, N. J.	133,483	16,152	667,700	202,700	5.0	1.5
Westchester, Yonkers, N. Y.	225,719	19,254	664,700	196,600	2.9	0.9
Bergen, Hackensack, N. J.	212,964	18,019	653,500	200,200	3.1	0.9
Clay-Jackson, Kansas City, Mo.	215,337	25,842	634,200	213,400	2.9	1.0
Orleans Parish, New Orleans, La.	127,484	18,528	619,900	183,600	4.9	1.4
Marion, Indianapolis, Ind.	197,188	32,674	613,600	194,000	3.1	1.0
Jefferson, Birmingham, Ala.	138,355	24,317	606,800	171,700	4.4	1.2
Hartford, Hartford, Conn.	195,612	24,521	604,100	175,500	3.1	0.9
New Haven①, New Haven, Conn.	179,885	23,702	591,200	174,200	3.3	1.0
Providence①, Providence, R.I.	158,098	21,951	583,200	174,700	3.7	1.1
Worcester, Worcester, Mass.	150,368	20,935	574,100	166,800	3.8	1.1
Fairfield, Bridgeport, Conn.	193,656	22,579	562,900	165,000	2.9	0.9
Franklin, Columbus, Ohio	176,577	23,734	551,300	163,700	3.1	0.9
Bexar, San Antonio, Texas	149,088	25,847	549,200	144,700	3.7	1.0
Essex, Lynn, Mass.	141,837	16,016	545,500	166,200	3.8	1.2
Jefferson, Louisville, Ky.	144,964	20,632	531,100	159,700	3.7	1.1
Shelby, Memphis, Tenn.	123,423	20,999	524,700	149,500	4.3	1.2
Monroe, Rochester, N. Y.	163,517	17,292	516,700	160,100	3.2	1.0
Multnomah, Portland, Ore.	185,043	27,942	504,700	174,900	2.7	0.9
Oakland, Pontiac, Mich.	185,628	16,322	496,300	141,400	2.7	0.8
Tarrant, Ft. Worth, Texas	141,031	23,800	486,500	148,200	3.4	1.1
Denver, Denver, Colo.	161,577	25,178	483,500	158,800	3.0	1.0
Norfolk, Norfolk, Va.	100,753	13,788	469,100	130,800	4.7	1.3
Maricopa, Phoenix, Ariz.	133,951	33,027	459,000	133,200	3.4	1.0
Trumbull-Mahoning, Youngstown, Ohio	132,637	15,627	446,600	126,500	3.4	1.0
Summit, Akron, Ohio	141,031	16,099	446,100	133,800	3.2	0.9
Montgomery, Dayton, Ohio	142,524	15,356	443,000	131,400	3.1	0.9
Union, Elizabeth, N. J.	143,049	13,609	441,100	130,200	3.1	0.9
Norfolk, Quincy, Mass.	131,490	11,101	433,700	123,700	3.3	0.9
Lucas, Toledo, Ohio	135,090	13,789	423,400	129,100	3.1	1.0
Lake①, Gary, Ind.	118,389	16,482	414,400	119,500	3.5	1.0
Bristol, Fall River New Bedford, Mass.	104,781	13,854	398,500	120,700	3.8	1.2
Hampden, Springfield, Mass.	109,613	13,813	393,800	115,800	3.6	1.1
Ramsey, St. Paul, Minn.	123,722	16,529	382,400	115,500	3.1	0.9
Montgomery, Norristown, Pa.	135,796	15,610	379,800	104,900	2.8	0.8
Luzerne, Wilkes-Barre, Pa.	89,660	14,040	377,700	105,900	4.2	1.2
Duval, Jacksonville, Fla.	94,946	16,288	374,000	105,500	3.9	1.1

ra tions in 115 Leading Counties

our Persons, or Every 1.1 Families

County, Principal City and State	REGISTRATIONS JULY 1, 1954 Passenger Cars*	Trucks*	County Population Jan. 1, 1955**	Number of Families** Jan. 1, 1955	Persons per Pass. Car	Families per Pass. Car
Onondaga, Syracuse, N.Y.	110,839	13,719	370,700	110,300	3.3	1.0
Oklahoma, Okla. City, Okla.	121,447	27,643	367,800	117,600	3.0	1.0
Suffolk, Kings Park, N. Y.	139,431	17,849	362,200	99,300	2.6	0.7
Passaic, Paterson, N. J.	106,873	13,123	360,800	112,300	3.4	1.1
Davidson, Nashville, Tenn.	88,570	15,053	348,500	98,700	3.9	1.1
Camden, Camden, N. J.	86,213	9,525	329,000	97,300	3.8	1.1
Westmoreland, N. Kensington, Pa.	81,626	12,350	319,700	89,900	3.9	1.1
Kent, Grand Rapids, Mich.	107,896	14,193	319,200	97,500	3.0	0.9
Henrico, Richmond, Va.	82,855	17,742	313,600	87,800	3.8	1.1
Stark, Canton, Ohio	97,377	12,493	307,600	90,300	3.2	0.9
Genesee, Flint, Mich.	109,197	10,674	306,500	90,300	2.8	0.8
Salt Lake, Salt Lake City, Utah	100,085	17,489	305,300	88,600	3.1	0.9
Pierce, Tacoma, Wash.	80,701	13,519	304,600	90,900	3.8	1.1
Douglas, Omaha, Neb.	88,895	13,952	302,700	92,900	3.4	1.0
Hillsborough, Tampa, Fla.	90,183	18,301	296,500	87,100	3.3	1.0
Sedgwick, Wichita, Kansas	103,961	18,524	292,000	96,000	2.8	0.9
Tulsa, Tulsa, Oklahoma	105,801	22,530	278,400	88,400	2.6	0.8
Mobile, Mobile, Alabama	61,837	11,523	267,400	74,000	4.3	1.2
Berks, Reading, Pa.	78,040	12,490	258,600	76,700	3.3	1.0
Mercer, Trenton, N. J.	71,103	9,892	253,500	68,500	3.6	1.0
Lackawanna, Scranton, Pa.	53,844	9,273	251,900	72,700	4.7	1.4
New Castle, Wilmington, Del.	83,671	16,190	251,900	71,800	3.0	0.9
El Paso, El Paso, Texas	50,662	9,272	248,000	60,100	4.9	1.2
Spokane, Spokane, Wash.	74,437	14,920	244,800	80,000	3.3	1.1
Polk, Des Moines, Iowa	73,444	12,012	236,800	76,700	3.2	1.0
Knox, Knoxville, Tenn.	57,801	10,054	236,400	65,300	4.1	1.1
Erie, Erie, Penn.	69,033	9,797	233,400	67,900	3.4	1.0
Oneida, Utica, N. Y.	61,676	9,684	232,400	67,900	3.8	1.1
St. Joseph, S. Bend, Ind.	71,625	10,587	232,000	69,000	3.2	1.0
Mecklenburg, Charlotte, N.C.	61,998	12,405	219,200	58,900	3.5	1.0
Pulaski, Little Rock, Ark.	52,082	11,611	216,500	65,100	4.2	1.2
St. Louis, Duluth, Minn.	65,292	12,285	215,300	66,500	3.3	1.0
Hamilton, Chattanooga, Tenn.	53,130	9,531	213,600	61,900	4.0	1.2
Nueces, Corpus Christi, Texas	54,430	12,020	211,500	56,400	3.9	1.0
E. Baton Rouge, Baton Rouge, La.	51,566	8,637	210,000	58,500	4.1	1.1
Allen, Ft. Wayne, Ind.	65,022	10,186	203,700	63,200	3.1	1.0
Lehigh, Allentown, Pa.	55,651	9,144	203,500	58,900	3.7	1.1
Caddo Parish, Shreveport, La.	57,104	11,763	196,300	57,100	3.4	1.0
Peoria, Peoria, Ill.	55,713	7,956	186,400	57,700	3.3	1.0
Travis, Austin, Texas	48,251	9,645	181,600	48,100	3.8	1.0
Wyandotte, Kansas City, Kansas	58,698	9,211	180,900	56,400	3.1	1.0
Vanderburgh, Evansville, Ind.	47,045	8,555	178,900	55,600	3.8	1.2
Chatham, Savannah, Ga.	37,215	6,745	161,300	47,500	4.3	1.3
Montgomery, Montgomery, Ala.	36,970	7,812	151,500	42,500	4.1	1.1
Total of 115 Counties	**20,266,363**	**2,578,688**	**73,087,300**	**22,255,900**	**3.6**	**1.1**
Total of U. S.	**44,387,113**	**8,800,408**	**162,566,400**	**47,620,700**	**3.7**	**1.1**

①Additional cities of 100,000 population or more are contained in the following counties: Los Angeles Co., Cal.—Long Beach, Pasadena and Glendale; Middlesex Co., Mass.—Somerville; Alameda Co., Cal.—Berkeley; New Haven Co., Conn.—Waterbury; Nassau Co., N. Y.—Oyster Bay; Providence Co., R. I.—Central Falls; Lake Co., Ind.—Hammond; Wayne Co., Dearborn, Mich.

②In the case of Baltimore, Md., and St. Louis, Mo., figures shown are for county and independent city of same name combined.

NOTE: Counties included in above tabulation are those which contain one or more cities of 100,000 or more population, plus those counties without any such cities but with a total county population of 300,000.

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88 Million Motor Vehicles in

29 Persons per Motor Vehicle in World 10

	Passenger Cars(a)	Trucks(a)	Buses(a)	Total(a)	Population (000)	Population per Vehicle	Highway Mileage(b)
NORTH & CENTRAL AMERICA							
Alaska①	56,360	16,696	②	73,056	586	8.0	3,200
Antigua	447	214	20	681	41	60	—
Bahamas (New Providence)	3,043	1,000	21	4,064	84	21	442
Barbados	4,421	1,639	163	6,223	212	34	538†
Bermuda①	2,978	634	56	3,668	38	10	110
British Honduras①	349	270	3	622	70	113	172†
Canada	2,682,420	925,380	12,200	3,620,000	15,195	4.2	576,385
Costa Rica	8,450④	4,880	947	14,277	881	62	1,900
Cuba	112,154	39,290	4,735	156,179	5,814	37	2,158
Dominica①	138	201	②	339	53	156	—
Dominican Republic	5,794	5,034	480	11,308	2,291	203	2,100
Grand Cayman Ils.	102	24	1	127	7	55	—
Greenland (4-1-53)	1	99	1	101	24	238	—
Grenada①	829	162	124	1,115	91	82	—
Guadeloupe	4,300	2,200	1,050	7,550	279	37	596†
Guatemala	9,658	7,696	1,712	19,066	3,048	160	8,100
Haiti	4,970	2,921	233	8,124	3,112	383	2,000
Honduras (10-1-54)	2,260	3,376	77	5,713	1,557	273	950
Jamaica	14,148	4,694	⑤	18,842	1,430	76	3,203
Martinique	5,200	3,525	800	9,525	282	30	489†
Mexico (1-1-54)	253,354	179,564	19,898	452,816	28,053	62	117,000
Montserrat	119	21	10	150	—	—	—
Netherlands Antilles:							
Aruba (5-1-52)	3,651	1,046	31	4,728			
Bonaire (1-1-50)	65	39	②	104	175	12	230†
Curacao	7,035	2,257	45	9,337			
Nicaragua	4,078	2,302	302	6,682	1,166	174	4,700
Panama	12,677	5,335	②	18,012	864	48	1,424
Canal Zone	12,648	157	112	12,917	53	4.1	—
Puerto Rico①	65,798	26,226	998	93,022	2,211	24	3,750
St. Kitts, Nevis, Anguilla	423	134	77	634	33	52	—
St. Lucia①	345	91	59	495	71	143	—
St. Pierre-Miquelon①	58	63	②	121	4	33	—
St. Vincent (1-1-52)	250	70	②	320	61	191	—
Salvador (1-1-54)	10,551	4,702	②	15,253	2,054	135	3,900
Trinidad, Tobago	19,884	6,479	340	26,703	670	25	1,602
United States	48,498,870	9,875,331	248,346	58,622,547	159,084	2.7	3,366,000
Virgin Islands (Br.)	5	9	1	15	—	—	—
Virgin Islands①	1,474	429	7	1,910	27	14	178†
Total	**51,809,307**	**11,124,190**	**292,849**	**63,226,346**	**229,621**	**3.6**	**4,101,127**
SOUTH AMERICA							
Argentina	295,943	231,064	32,450	559,457	18,379	33	89,091
Bolivia (1-1-54)	6,128	14,962	791	21,881	3,107	142	9,130
Brazil	367,568	324,971③	27,246	719,785	55,772	78	339,722
British Guiana	5,294	1,456	88	6,838	452	66	—
Chile①	45,882	38,565	4,951	89,398	6,072	68	33,250
Colombia①	58,761	58,007	10,542	127,310	12 933	95	10,660
Ecuador (1-1-54)	5,500	10,000	2,300	17,800	3,439	193	4,800
Falkland Islands①	91	71	②	162	2	12	—
French Guiana	740	320	17	1,077	29	27	—
Paraguay	3,156④	2,039	306	5,501	1,496	272	4,600
Peru	51,471	39,940	4,940	96,351	9,035	94	22,290
Surinam	1,438	485	95	2,018	230	114	294
Uruguay (1-1-54)	48,012	40,100	1,523	89,635	2,525	28	6,500
Venezuela (6-30-54)	112,048	75,921	5,260	193,229	5,440	28	10,680
Total	**1,002,032**	**837,901**	**90,509**	**1,930,442**	**118,011**	**61.1**	**531,017**
OCEANIA							
Australia (6-1-54)	1,200,555	605,735	②	1,806,290	8,918	4.9	524,744
Cook Islands①	42	87	②	129	—	—	—
Fiji Islands (1-1-54)	2,480	1,525	②	4,005	313	78	935
Guam①	8,154	1,270	35	9,459	60	6.3	66†
Hawaii①	142,875	26,532	684	170,091	500	2.9	2,033
New Caledonia	2,580	1,675	—	4,255	111	26	570†
New Guinea-Papua①	2,085	1,830	25	3,940	1,460	371	597†
New Zealand (3-31-54)	327,894	165,607	3,986	497,487	2,075	4.2	76,717
Samoa (U. S.)①	135	90	10	235	19	81	—
Society Islands①	1,800	⑥	②	1,800	56	31	—
Trust Territory①	110	80	1	191	55	288	—
Total	**1,688,710**	**804,431**	**4,741**	**2,497,882**	**13,567**	**5.4**	**605,652**

Footnotes on page 28.

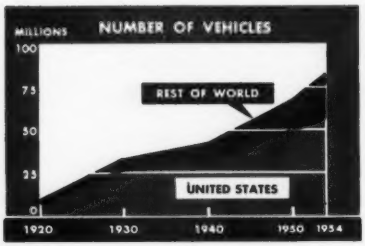
es in All Countries in 1954

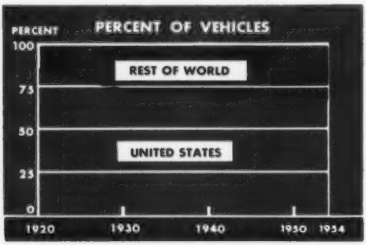
orld 10,500,000 Miles of Highways in World

	Passenger Cars(a)	Trucks(a)	Buses(a)	Total(a)	Population (000)	Population per Vehicle	Highway Mileage(b)
ASIA							
Afghanistan①	352	4,426	103	4,881	12,000	2459	6,000
Aden Colony (1-1-54)	2,361	978	③	3,339	800	240	—
Arabian Peninsula States:							
Kuwait (2-1-55)	6,410	3,887	③	10,297	205	20	—
Saudi Arabia	8,400	11,700	500	20,600	6,500	316	—
Other	N.A.	N.A.	N.A.	N.A.	2,375	—	—
Bahrein Islands①	749	679	40	1,468	120	82	—
Br. North Borneo①	800	⑤	⑤	800	334	418	950
Burma (1-1-54)	10,026	8,945	5,357	24,328	19,045	783	25,495
Ceylon (11-30-54)	54,107	16,217	4,460	74,784	8,269	111	33,818
China①	5,000	69,000	6,000	80,000	601,912	7524	61,340†
Formosa (Taiwan) (1-1-54)	3,277	4,814	1,936	10,027	7,617	760	11,000†
Hong Kong (11-1-53)	12,849	3,435	520	16,804	2,260	134	426
India (1-1-54)	169,415	90,075	39,449	298,939	356,829	1194	268,900
Indochina:							
Cambodia, Laos①	12,482	7,180	②	19,662	4,416	225	14,648
S. Vietnam (6-1-54)	20,000	6,500	②	26,500	10,000	377	
Indonesia (1-1-54)	58,393	40,821	9,176	108,390	78,390	723	43,700
Iran (3-21-55)	29,245	19,273	5,781	54,299	19,519	359	16,100
Iraq (1-1-54)	13,882	8,027	3,606	25,515	5,100	200	11,952
Israel	16,085	18,826	1,843	36,754	1,670	45	1,929
Japan	141,894 ⑥	628,610 ⑥	31,769	802,273	86,100	107	257,240
Jordan (12-1-54)	3,209	3,710	647	7,566	1,500	198	2,437
Korea, Republic of①	1,500	13,000	②	14,500	29,291	2020	14,414†
Lebanon	17,192	3,254	932	21,378	1,353	63	2,528
Macao①	300	58	②	358	188	525	68†
Malaya	63,642 ③	23,466	2,342	89,450	5,750	64	6,350
Pakistan (1-1-54)	24,837	8,488	5,108	38,433	75,842	1973	58,009
Philippines①	54,244	52,334	8,184	114,762	21,023	183	18,200
Ryukyu Islands①	700	1,670	280	2,650	—	—	—
Sarawak①	874	475	345	1,694	570	336	—
Singapore	36,208	9,432	1,015	46,655	1,121	24	326
Syria (1-1-54)	8,351	6,674	1,562	16,587	3,535	213	6,010
Thailand①	17,192	14,776	823	32,791	19,556	596	4,160
Timor (Ptg.)	114	188	—	302	453	1500	570†
Total	**794,090**	**1,080,918**	**131,778**	**2,006,786**	**1,383,643**	**689.**	**866,570**
EUROPE							
Albania (1-1-52)	600	1,400	②	2,000	1,175	588	1,716†
Austria (10-31-54)	92,137	58,587	3,935	154,659	6,949	45	56,700
Azores①	1,956	550	②	2,506	287	115	653
Belgium (1-1-54)	418,000	178,000	②	596,000	8,778	15	57,139
Bulgaria	4,500	9,000	1,000	14,500	7,160	494	16,354†
Cyprus	8,006	4,863	②	12,869	498	39	3,381
Czechoslovakia	105,000	61,500	1,800	168,300	12,340	73	43,718†
Denmark (1-1-53)	192,000	95,000	3,300	290,300	4,352	15	35,217
Faroe Islands (1-1-53)	170	292	②	462	32	69	—
Finland (1-1-55)	70,795	45,831	4,061	120,687	4,165	35	38,750
France	2,087,900	1,190,800	29,300	3,308,000	42,740	13	646,354
Germany, Eastern	N.A.	N.A.	N.A.	N.A.	17,314	—	—
Germany, Western	1,512,029	601,800	24,865	2,138,774	49,278	23	154,194
Gibraltar①	2,595	460	75	3,130	23	7.3	23†
Gr. Britain (1-30-54)	3,131,700	1,014,300	71,300	4,217,300	48,999	12	186,262
Greece	14,097	22,454	5,289	41,840	7,865	188	14,200
Hungary	5,500	9,000	1,500	16,000	9,600	600	39,569†
Iceland①	7,133	4,654	320	12,107	150	12	5,810
Ireland, Republic of①	122,803	38,016	1,245	162,064	2,942	18	50,107
Ireland, Northern①	74,533	24,671	1,556	100,760	1,370	14	13,254
Italy	744,299	420,175	16,753	1,181,227	47,138	40	122,102
Luxembourg①	18,317	6,488	264	25,069	300	12	2,657
Malta①	7,284	3,620	②	10,904	317	29	521†
Monaco①	1,900	④	⑤	1,900	21	11	—
Netherlands (4-1-55)	244,750	102,580	6,500	353,830	10,488	30	7,800
Norway①	106,400	78,300	4,400	189,100	3,375	18	28,752
Poland (6-1-48)	28,200	40,766	—	68,966	26,500	384	209,418†
Portugal	89,766	37,792	②	127,558	8,625	68	17,900
Rumania (1-1-52)	14,000	10,000	2,000	26,000	15,873	611	61,794†
Spain (1-1-55)	115,700	110,615	9,023	235,338	28,528	121	77,374
Sweden①	545,000	110,300	8,400	663,700	7,192	11	60,000
Switzerland①	244,413	43,333	2,432	290,178	4,884	17	29,206
Turkey (9-1-54)	28,060	34,040	5,228	67,328	22,461	334	28,600
U.S.S.R.	225,000	2,350,000	25,000	2,600,000	193,000	74	1,682,000†
Yugoslavia (1-1-54)	10,049	21,129	1,562	32,740	17,004	519	20,200
Total	**10,274,592**	**6,730,396**	**231,108**	**17,236,096**	**611,723**	**35.**	**3,711,725**

Continued on next page.

73% of World's Passenger Cars Are in United States





Year (Dec. 31)	PASSENGER CARS World Total	U. S. Total	U. S. %	TRUCKS AND BUSES World Total	U. S. Total	U. S. %
1940	37,184,199	27,461,097	73.9	8,973,892	5,001,823	55.7
1953	62,500,906	46,460,094	74.0	20,556,221	9,853,187	48.1
1954	66,643,334	48,498,870	72.6	21,828,829	10,123,677	46.4

	Passenger Cars(a)	Trucks(a)	Buses(a)	Total(a)	Population per (000)	Vehicle	Highway Mileage(b)
AFRICA							
Algeria①	86,600	48,000	③	134,600	9,251	69	40,500
Angola	13,964	6,414	③	20,378	4,168	205	21,920
Belgian Congo	24,015	22,777	397	47,189	11,259	239	63,258
British East Africa:							
Kenya	22,520	21,587	693	44,710	5,750	129	
Tanganyika (1-1-52)	6,854	6,876	901	14,631	7,827	535	67,983
Uganda (1-1-53)	5,543	6,254	387	12,184	5,187	426	
Zanzibar (1-1-53)	753	140	298	1,191	272	228	
British Somaliland①	100	800	③	900	640	711	1,065†
British West Africa:							
Gambia (1-1-52)	350	640	—	990	279	282	
Gold Coast (1-1-54)	7,475	8,801	208	16,484	3,989	242	38,356
Nigeria (3-31-53)	12,300	10,600	③	22,900	28,700	1253	
Sierra Leone	3,259	1,931	114	5,304	2,000	377	
Canary Islands①	5,077	3,493	541	9,111	564	62	653
Cape Verde Island①	98	50	③	148	147	993	—
Cyrenaica①	425	⑤	⑤	425	—	—	—
Egypt (1-1-54)	69,432	14,566	4,894	88,892	21,941	247	14,976
Eritrea (6-30-54)	1,769	1,550	86	3,405	1,080	317	—
Ethiopia (8-1-54)	6,760	5,134	138	12,032	18,180	1510	3,412
French Camaroons①	3,870	9,584	③	13,454	3,055	227	6,587
Fr. Equatorial Africa①	4,061	9,182	69	13,312	4,436	333	14,585
French Somaliland①	624	209	③	833	61	73	324†
French West Africa①	18,109	27,313	1,275	46,697	17,208	369	43,347
Liberia①	1,418	1,349	10	2,777	2,750	990	712
Libya①	4,359	680	③	5,039	1,340	266	2,063
Madagascar (1-1-52)	9,823	10,172	149	20,144	4,370	217	25,770
Mauritius①	5,306	1,735	222	7,263	501	69	846
Morocco:							
French (1-1-54)	80,418	38,224	2,215	120,857	8,617	71	29,800
International	11,829	⑤	⑤	11,829	100	8.4	—
Spanish (1-1-52)	1,645	1,162	250	3,057	1,082	354	—
Mozambique (1-1-54)	8,884	9,745	③	18,629	5,846	314	26,500
Nyasaland①	2,915	2,241	77	5,233	2,401	459	3,784†
Reunion Island (1-1-54)	7,000	⑤	⑤	7,000	261	37	1,170
Rhodesia①	61,216	29,818	610	91,644	4,135	45	41,045
St. Thomas-Principe (Ptg.)①	81	53	③	134	60	448	—
Seychelles Is.①	196	54	③	250	37	148	70†
Somalia (5-20-54)	829	1,074	③	1,903	1,300	683	—
S. W. Africa (1-1-54)	7,741	6,528	4	14,273	1,033	72	20,000†
Sudan (1-1-54)	6,201	5,578	357	12,136	8,764	722	45,700
Togoland (7-1-52)	246	1,085	18	1,349	1,030	764	—
Tunisia (1-1-54)	27,798	12,723	642	41,163	3,231	78	8,974
Union of S. Africa (1-1-54)	542,740	152,399	5,022	700,161	13,153	19	171,700
Total	**1,074,603**	**480,521**	**19,487**	**1,574,611**	**206,005**	**131.**	**695,100**
World Total	**66,643,334**	**21,058,357**	**770,472**	**88,472,163**	**2,562,570**	**29.**	**10,511,201**

① SOURCE: "The American Automobile". ③ Included with trucks. ⑤ Includes 7,475 government vehicles not classified by type. ④ Includes jeeps. ⑤ Included with passenger cars. ⑥ Includes 3,376 3-wheel passenger cars and 364,005 3-wheel trucks. (a) Details not available for all territories; therefore sum of Cars, Trucks, & Buses does not always equal "Total". (b) Highway mileage includes roads suitable for movement of motor vehicles.

SOURCE: Automotive Division, Department of Commerce.

72 Million Car, Truck or Bus Drivers In The U. S.

State	Number of Drivers	Per Vehicle	State	Number of Drivers	Per Vehicle	State	Number of Drivers	Per Vehicle
Ala.	1,056,683	1.17	Md.	1,166,534	1.35	Ore.	824,607	1.10
Ariz.	419,144	1.13	Mass.	1,969,395	1.35	Penn.	4,753,566	1.35
Ark.	707,180	1.31	Mich.	3,145,948	1.12	R. I.	356,272	1.22
Calif.	6,351,316	1.13	Minn.	1,763,500	1.36	S. C.	1,084,251	1.54
Colo.	871,387	1.30	Miss.	682,218	1.19	S. D.	384,956	1.24
Conn.	1,023,130	1.19	Mo.	1,972,489	1.39	Tenn.	1,317,805	1.20
Dela.	176,322	1.28	Mont.	319,065	1.04	Texas	3,733,127	1.08
Fla.	1,708,891	1.23	Nebr.	767,474	1.22	Utah	373,888	1.24
Ga.	1,445,922	1.29	Nev.	134,022	1.19	Vt.	156,789	1.21
Ida.	349,997	1.13	N. H.	235,457	1.19	Va.	1,459,561	1.28
Ill.	4,170,500	1.36	N. J.	2,278,551	1.19	Wash.	1,211,206	1.14
Ind.	2,104,550	1.26	N. Mex.	371,066	1.22	W. Va.	789,410	1.56
Iowa	1,352,066	1.20	N. Y.	6,061,161	1.40	Wis.	1,730,776	1.31
Kan.	1,257,969	1.27	N. Car.	1,665,280	1.30	Wyo.	208,187	1.26
Ky.	1,137,155	1.20	N. D.	311,791	1.05	D. of C.	330,411	1.73
La.	979,721	1.13	Ohio	4,085,450	1.25			
Maine	377,489	1.25	Okla.	1,048,925	1.11	*Total*	**72,182,560**	**1.25**

NOTE: No allowance has been made for deaths, emigrations, or revocations.

SOURCE: Estimated by U. S. Bureau of Public Roads from data on operators' licenses issued in 1954 and prior years.

8,200,000 Pre-War Passenger Cars Were Still In Use, July 1, 1954

Passenger Car Registrations by Year Model, as of July 1 Each Year, in Thousands of Units

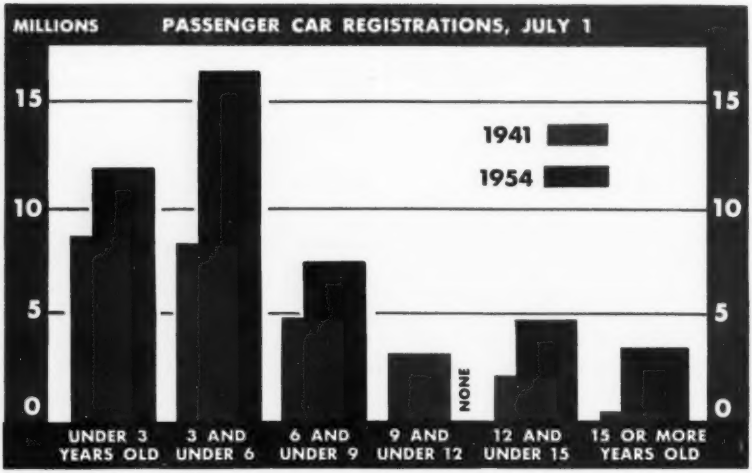
Year Model	1941	1946	1947	1948	1949	1950	1951	1952	1953	1954
1954	—	—	—	—	—	—	—	—	—	2,620
1953	—	—	—	—	—	—	—	—	2,901	5,718
1952	—	—	—	—	—	—	—	1,831	3,720	3,698
1951	—	—	—	—	—	—	2,858	5,387	5,462	5,443
1950	—	—	—	—	—	2,989	6,114	6,202	6,219	6,179
1949	—	—	—	—	2,638	4,935	4,988	4,969	4,966	4,898
1948	—	—	—	1,673	2,981	3,033	2,964	2,943	2,932	2,885
1947	—	—	1,367	3,100	3,066	3,052	2,987	2,953	2,914	2,821
1946	—	448	2,056	2,048	2,047	2,032	1,975	1,942	1,903	1,822
1942	—	997	1,065	1,012	1,006	999	966	892	799	640
1941	3,240	4,107	4,086	4,004	4,005	3,955	3,761	3,456	3,095	2,462
1940	3,112	3,182	3,113	3,093	3,089	3,033	2,794	2,496	2,190	1,691
1939	2,402	2,426	2,379	2,345	2,326	2,244	1,996	1,687	1,396	1,015
1938	1,733	1,736	1,679	1,662	1,621	1,490	1,244	973	752	517
1937	3,481	3,390	3,304	3,186	3,075	2,709	2,126	1,541	1,130	746
1936	3,175	2,893	2,790	2,657	2,495	2,074	1,493	996	698	444
1935	2,139	1,675	1,592	1,490	1,335	1,053	688	430	294	699*
1934	1,591	1,021	967	886	762	567	1,451*	207	725*	—
1933	1,120	607	568	509	435	1,657*	—	768*	—	—
1932	735	369	346	317	1,738*	—	—	—	—	—
1931	1,211	626	596	1,732*	—	—	—	—	—	—
1930	1,205	592	1,377*	—	—	—	—	—	—	—
1929	1,278	889*	—	—	—	—	—	—	—	—
1928	561	—	—	—	—	—	—	—	—	—
1927	502*	—	—	—	—	—	—	—	—	—
Not Known	215	185	236	253	112	100	110	99	107	86
Total	**27,700**	**25,143**	**27,521**	**29,968**	**32,731**	**35,922**	**38,516**	**39,770**	**42,202**	**44,387**

* Includes all earlier year models.

NOTE: Due to technical problems encountered in the compilation of this data, there are some instances where registrations for certain year models are higher in one year than in the previous year.

SOURCE: R. L. Polk & Company.

18 Percent of Passenger Cars Are Pre-War Models



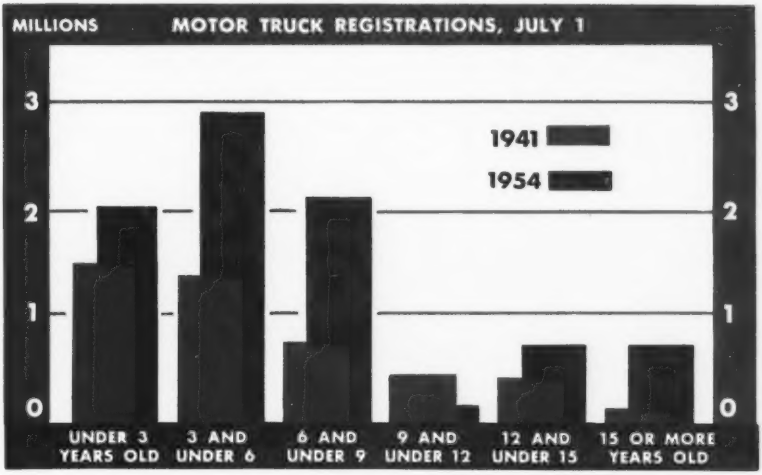
Passenger Cars in Use by Age Groups, as of July 1

Age in Years ①	1941 Number (000)	1941 Percent Simple	1941 Percent Cum.	1953 Number (000)	1953 Percent Simple	1953 Percent Cum.	1954 Number (000)	1954 Percent Simple	1954 Percent Cum.
Under 1	3,240	11.8	100.0	2,901	6.9	100.0	2,620	5.9	100.0
1-2	3,112	11.3	88.2	3,720	8.8	93.1	5,718	12.9	94.1
2-3	2,402	8.7	76.8	5,462	13.0	84.3	3,698	8.3	81.2
3-4	1,733	6.3	68.1	6,219	14.8	71.3	5,443	12.3	72.8
4-5	3,481	12.7	61.8	4,966	11.8	56.5	6,179	13.9	60.5
5-6	3,175	11.6	49.2	2,932	7.0	44.7	4,898	11.1	46.6
6-7	2,139	7.8	37.7	2,914	6.9	37.8	2,885	6.5	35.5
7-8	1,591	5.8	29.8	1,903	4.5	30.8	2,821	6.4	29.0
8-9	1,120	4.1	24.1	0	0	26.3	1,822	4.1	22.7
9-10	735	2.7	20.0	War Years 0	0	26.3	War Years 0	0	18.5
10-11	1,211	4.4	17.3	0	0	26.3	0	0	18.5
11-12	1,205	4.4	12.9	799	1.9	26.3	0	0	18.5
12-13	1,278	4.6	8.5	3,095	7.4	24.4	640	1.4	18.5
13-14	561	2.0	3.9	2,190	5.2	17.1	2,462	5.6	17.1
14-15	502*	1.8*	1.8*	1,396	3.3	11.9	1,691	3.8	11.5
15-16	—	—	—	752	1.8	8.5	1,015	2.3	7.7
16-17	—	—	—	1,130	2.7	6.8	517	1.2	5.4
17-18	—	—	—	698	1.7	4.1	746	1.7	4.3
18-19	—	—	—	294	.7	2.4	444	1.0	2.6
19 and Older	—	—	—	725	1.7	1.7	699	1.6	1.6
Sub-total	27,485	100.0	—	42,095	100.0	—	44,301	100.0	—
Year not Given	215	—	—	107	—	—	86	—	—
TOTALS	27,700	—	—	42,202	—	—	44,387	—	—
Average Age		**5.5 Years**			**6.5 Years**			**6.2 Years**	

① Each class interval includes the lower, but not the higher, age given.
* Includes cars in older age groups.

SOURCE: R. L. Polk and Company.

1.5 Million Trucks Are Over 12 Years Old



Motor Trucks in Use by Age Groups, as of July 1

Age in Years ①	1941 Number (000)	1941 Percent Simple	1941 Percent Cum.		1953 Number (000)	1953 Percent Simple	1953 Percent Cum.		1954 Number (000)	1954 Percent Simple	1954 Percent Cum.
Under 1	467	10.4	100.0		441	5.1	100.0		409	4.7	100.0
1-2	552	12.3	89.6		791	9.2	94.9		842	9.6	95.3
2-3	438	9.8	77.3		987	11.4	85.7		786	9.0	85.7
3-4	334	7.5	67.5		1,078	12.5	74.3		967	11.0	76.7
4-5	553	12.3	60.0		906	10.5	61.8		1,055	12.0	65.7
5-6	515	11.5	47.7		919	10.7	51.3		880	10.0	53.7
6-7	332	7.4	36.2		723	8.4	40.6		866	9.9	43.6
7-8	249	5.6	28.8		651	7.5	32.2		664	7.6	33.8
8-9	124	2.8	23.2		133	1.5	24.7		594	6.8	26.2
9-10	90	2.0	20.4	War Years	57	.7	23.1		115	1.3	19.4
10-11	163	3.6	18.4		21	.2	22.5	War Years	47	.5	18.1
11-12	164	3.7	14.8		192	2.2	22.2		17	.2	17.5
12-13	202	4.5	11.1		415	4.8	20.0		169	1.9	17.4
13-14	103	2.3	6.6		289	3.3	15.2		350	4.0	15.4
14-15	192*	4.3*	4.3*		209	2.4	11.9		238	2.7	11.4
15-16	—	—	—		139	1.6	9.4		168	1.9	8.7
16-17	—	—	—		203	2.4	7.8		108	1.2	6.8
17-18	—	—	—		159	1.8	5.5		154	1.8	5.6
18-19	—	—	—		88	1.0	3.6		116	1.3	3.8
19 and Older	—	—	—		225	2.6	2.6		218	2.5	2.5
Sub-total	4,479	100.0	—		8,626	100.0	—		8,764	100.0	—
Year not Given	73	—	—		66	—	—		36	—	—
TOTALS	4,552	—	—		8,693	—	—		8,800	—	—
Average Age		**5.6 Years**				**6.6 Years**				**6.6 Years**	

① Each class interval includes the lower, but not the higher, age given.
* Includes trucks in older age groups.

SOURCE: R. L. Polk and Company.

67% of Spending Units Owned Cars Jan. 1, 1955

Automobile Ownership Reported by *Same Spending Units* for January 1, 1954 and 1955

CARS OWNED JAN. 1, 1955 (Read %'s Horizontally)	CARS OWNED JANUARY 1, 1954 (Read %'s Vertically) None	One	Two or More	Total
None	32.1%	1.2%	0.1%	33.4%
One	4.8%	53.6%	1.1%	59.5%
Two or More	*	2.3%	4.8%	7.1%
Total	**36.9%**	**57.1%**	**6.0%**	**100.0%**

* Less than .05 percent.

SOURCE: Survey of Consumer Finances conducted for the Federal Reserve Board by the Survey Research Center of the University of Michigan.

Cars Traded-in By New Car Buyers Averaged 3.2 Years Old

Cars Traded In That Were Bought:

In the Past Year	18.0%	4 Years Ago	18.0%
2 Years Ago	23.5%	5 Years Ago	8.7%
3 Years Ago	24.1%	More Than 5 Years Ago	7.7%

One-Third of New Car Buyers Own Two or More Cars

New Car Buying Families Owning 2 or More Cars	31.6%
Average Number Years Second Car Has Been Owned	2.2 Years
Percent of Second Cars Which Were Bought New	61.1%

Characteristics of New Car Buying Families

(1) The average number of members is 3.4
(2) 55% have children under 18
(3) 47% have college-educated members
(4) 74% own their homes
(5) 74% have a garage
(6) 36% have a two-car garage

Purposes for Which New Car Buying Families Use Their Automobiles Regularly

Drive to Work	71%	Drive Children to School	16%
Business Travel	42%	Leave at Station for Commuting	2%
Civic, Club Activities	25%	Other	9%

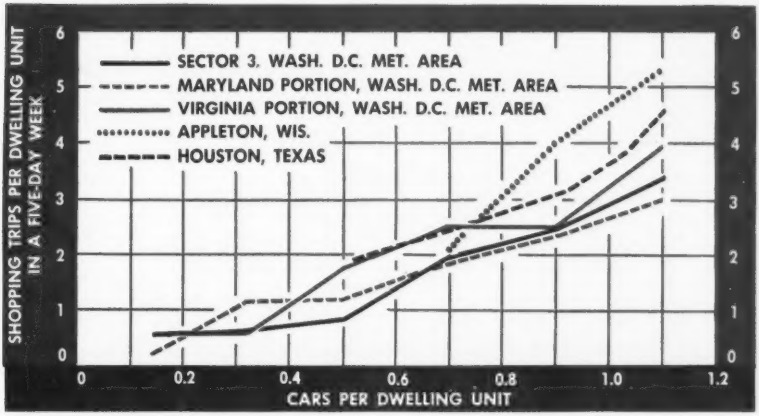
Regular Means of Transportation Used in Getting to Work by Heads of New Car Buying Households

Automobile	88.2%	Subway	1.0%
Train	1.7%	Trolley	.4%
Bus	4.3%	Lives Within Walking Distance	9.3%

NOTE: Percentages add up to more than 100% because some gave more than one method of getting to work.

SOURCE: A survey of 18,000 individuals buying new cars in March, 1954, by Market Research Division, Advertising Department, "U. S. News and World Report" magazine.

Frequency of Shopping Trips Varies with Automobiles Owned per Dwelling Unit



SOURCE: Urban Land Institute.

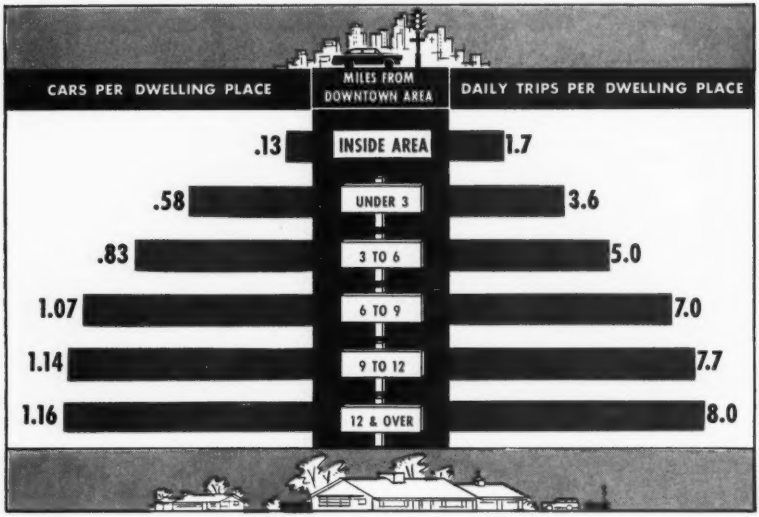
Passenger Car Usage Patterns Vary with Occupation

Occupation of Principal Operator	EARNING A LIVING: To and From Work	EARNING A LIVING: Related Business	FAMILY BUSINESS: Medical and Dental	FAMILY BUSINESS: Shopping	FAMILY BUSINESS: Other	Educational Civic Religious	Social and Recreational	Total Travel
Professional and Semi-professional	20.1%	25.2%	1.8%	3.7%	12.5%	5.8%	30.9%	100%
Proprietors, Managers, Officials	21.1	28.9	3.7	3.3	5.3	1.3	36.4	100
Farmers and Farm Managers	9.4	33.0	4.6	12.8	9.5	5.2	25.5	100
Store and Office Clerks, Salesmen (excluding traveling), etc.	24.4	23.9	.9	3.9	4.9	1.6	40.4	100
Traveling Salesmen, Agents, etc.	33.4	33.9	.1	2.2	3.0	.7	26.7	100
Craftsmen, Foremen, Skilled Laborers, etc.	31.9	13.1	1.9	4.1	5.4	1.3	42.3	100
Operatives, Semi-skilled Workers, Unskilled Workers and Laborers	28.4	12.7	1.3	5.2	7.0	2.4	43.0	100
Protective Services	41.5	17.4	.2	3.8	4.9	.6	31.6	100
Personal Service Workers	17.4	16.7	1.4	11.2	5.6	1.4	46.3	100
Housewives	7.6	14.5	3.3	15.9	8.7	1.8	48.2	100
Miscellaneous	7.5	14.5	8.1	5.3	11.1	5.4	48.1	100
All Occupations	**22.7%**	**21.3%**	**2.5%**	**6.0%**	**7.3%**	**2.8%**	**37.4%**	**100%**

SOURCE: Motor vehicle use studies, Summer, 1951, in Arkansas, Louisiana, Oklahoma, and Wisconsin, by state highway departments in cooperation with U. S. Bureau of Public Roads.

Suburban Growth Means More Traffic

More Cars and More Trips per Dwelling Unit in Suburban Areas



SOURCE: Detroit Metropolitan Area Traffic Study, 1953.

26% of Trips Into Retail Areas are for Shopping, 34% are for Work

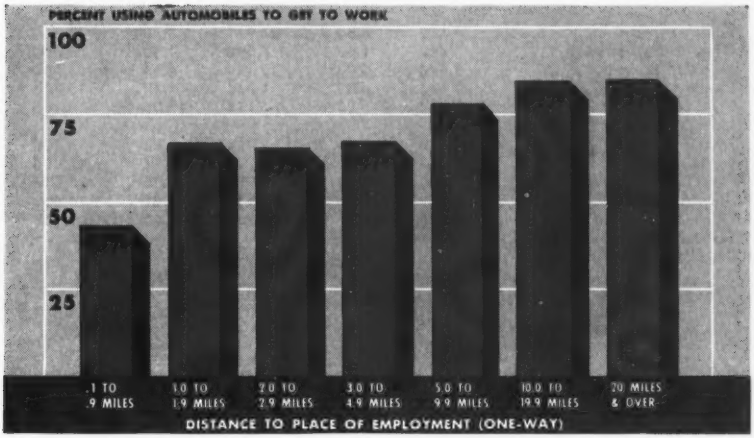
All Internal Trips in Detroit Area on Average Full Weekday, 1953

Principal Land Use of Zone of Trip Destination	PURPOSE OF TRIP							
	To Home	To Work	Personal Business	Social Recreation	Shopping	School	Misc.*	Total Trips
Single Family	51.1%	12.0%	4.5%	13.4%	7.2%	2.9%	9.1%	100%
Two Family	51.3	16.3	5.4	10.9	6.8	1.4	7.8	100
Multiple Residence	49.0	22.1	5.1	9.8	3.3	3.4	7.2	100
Retail	4.6	33.5	11.0	13.1	26.1	1.2	10.5	100
Other Business	5.8	66.2	6.2	7.8	3.0	3.2	7.7	100
Light Industry	13.9	64.3	3.9	7.3	3.2	.8	6.7	100
Heavy Industry	6.9	81.6	2.3	3.0	1.2	.4	4.7	100
Park, Open Space	13.9	15.9	1.7	51.3	1.8	2.3	13.0	100
Institution	6.0	33.1	12.6	16.2	1.7	20.6	9.8	100
Unclassified	21.4	36.1	3.5	23.1	3.7	2.3	10.4	100
Total	**40.1%**	**23.6%**	**5.1%**	**12.1%**	**7.8%**	**2.7%**	**8.6%**	**100%**

* Trips to eating establishments, to serve a passenger, or to change mode of travel are included in this classification.

SOURCE: Detroit Metropolitan Area Traffic Study, 1953.

85% of Workers Living 10 or More Miles From Jobs Depend on Passenger Cars



METHOD OF HOME-TO-WORK TRANSPORTATION ①

	Passenger Car	Passenger Car and Public Transportation	Public Transportation	Walk	All Other Means and Other Combinations	Total
By Occupation						
Professional and semi-professional	68.6%	1.0%	11.8%	17.6%	1.0%	100.0%
Proprietors, managers, officials	77.9	1.9	4.7	13.3	3.2	100.0
Farmers and farm managers	72.5	.6	—	18.9	8.0	100.0
Store and office clerks, salesmen (excluding traveling), etc.	60.3	2.1	18.9	17.8	.9	100.0
Traveling salesmen, agents, etc.	85.0	2.0	6.1	4.7	2.2	100.0
Craftsmen, foremen, skilled laborers, etc.	73.2	1.4	11.4	10.4	3.6	100.0
Operatives, semi-skilled workers, unskilled workers and laborers	61.4	1.5	15.2	17.4	4.5	100.0
Protective services	77.6	2.4	9.7	9.6	.7	100.0
Personal service workers	24.6	.6	37.7	35.1	2.0	100.0
By Population Group						
Unincorporated areas	78.2	.2	5.5	8.4	7.7	100.0
Incorporated places under 5,000	65.5	.2	1.4	28.1	4.7	100.0
5,000 to 24,999	67.7	.2	4.5	24.7	2.9	100.0
25,000 to 99,999	64.3	.3	15.9	17.1	2.4	100.0
100,000 and over	47.6	.5	39.0	10.0	2.9	100.0
By One-Way Distance to Place of Employment						
0.1-0.9 miles	42.9	.2	3.3	50.5	3.1	100.0
1.0-1.9 miles	66.5	.2	18.3	12.0	3.0	100.0
2.0-2.9 miles	65.4	.1	28.5	2.5	3.5	100.0
3.0-4.9 miles	65.7	.5	28.6	.4	4.8	100.0
5.0-9.9 miles	77.0	.3	18.4	.4	3.9	100.0
10.0-19.9 miles	84.1	.5	9.5	—	5.9	100.0
20 miles and over	84.5	.7	6.1	—	8.7	100.0
All Employed Persons	**63.5**	**.3**	**15.5**	**16.6**	**4.1**	**100.0**

① Excludes persons for whom no travel was required, such as self-employed farmers, proprietors of small stores living at the place of business, etc.

SOURCE: Motor vehicle use studies, Summer, 1951, in Arkansas, Louisiana, North Dakota, Oklahoma, South Dakota and Wisconsin, by state highway departments in cooperation with U. S. Bureau of Public Roads.

Passenger Cars Account For 81% of Vehicle Miles

Vehicle Type	Motor Vehicles Registered① 1952 Thousands	Percent	Vehicle-Miles Traveled① 1952 Millions	Percent	Average Annual Miles Traveled Per Vehicle
Passenger Cars	**43,654**	**82.96**	**409,271**	**80.89**	**9,400**
Buses	145	.28	3,564	.70	24,600
Single-unit Trucks:					
Panel and Pickup	4,629	8.80	33,971	6.72	7,300
Other 2-axle, 4-tire	882	1.68	7,598	1.50	8,600
2-axle, 6-tire	2,646	5.03	32,679	6.46	12,400
3-axle	175	.33	1,866	.37	10,700
All Single-unit Trucks	8,332	15.84	76,114	15.05	9,100
Vehicle Combinations:					
Tractor-semitrailer	442	.84	15,814	3.12	35,800
Truck-trailer	44	.08	1,197	.24	27,200
All Combinations	486	.92	17,011	3.36	35,000
All Trucks and Combinations	**8,818**	**16.76**	**93,125**	**18.41**	**10,600**
All Vehicles	**52,617**	**100.00**	**505,960**	**100.00**	**9,600**

① Excludes publicly owned vehicles.

SOURCE: "Public Roads", June, 1954, U. S. Bureau of Public Roads.

1954 Motor Fuel Consumption 4% Above 1953

Annual Motor Fuel Consumption by Motor Vehicles

	Private Vehicles (000)	Government-Owned Vehicles (000)	Total (000)		Private Vehicles (000)	Government-Owned Vehicles (000)	Total (000)
1921	3,840,954	94,046	3,935,000	1938	19,110,356	501,287	19,611,643
1922	4,727,721	113,279	4,841,000	1939	20,170,516	543,836	20,714,352
1923	5,938,814	139,186	6,078,000	1940	21,417,818	583,538	22,001,356
1924	7,328,318	168,682	7,497,000	1941	23,637,867	554,530	24,192,397
1925	8,556,558	192,517	8,749,075	1942	19,472,813	467,074	19,939,887
1926	9,848,668	215,283	10,063,951	1943	15,668,249	336,001	16,004,250
1927	11,093,864	237,462	11,331,326	1944	16,089,547	340,121	16,429,668
1928	12,106,219	255,241	12,361,460	1945	18,797,970	350,998	19,148,968
1929	13,858,382	280,919	14,139,301	1946	25,269,041	379,957	25,648,998
1930	14,454,164	299,747	14,753,911	1947	27,714,492	501,213	28,215,705
1931	15,149,145	307,517	15,456,662	1948	29,908,912	551,729	30,460,641
1932	14,012,600	326,551	14,339,151	1949	31,849,914	581,102	32,431,016
1933	13,998,958	349,194	14,348,152	1950	35,033,776	619,164	35,652,940
1934	15,033,999	380,897	15,414,896	1951	37,478,726	649,625	35,128,351
1935	15,919,281	425,416	16,344,697	1952	39,898,145	686,385	40,584,530
1936	17,640,917	458,221	18,099,138	1953	42,006,508	725,339	42,731,847
1937	18,973,618	481,836	19,455,454	1954	43,578,380	787,085	44,365,465

SOURCE: U. S. Bureau of Public Roads (Table G-21).

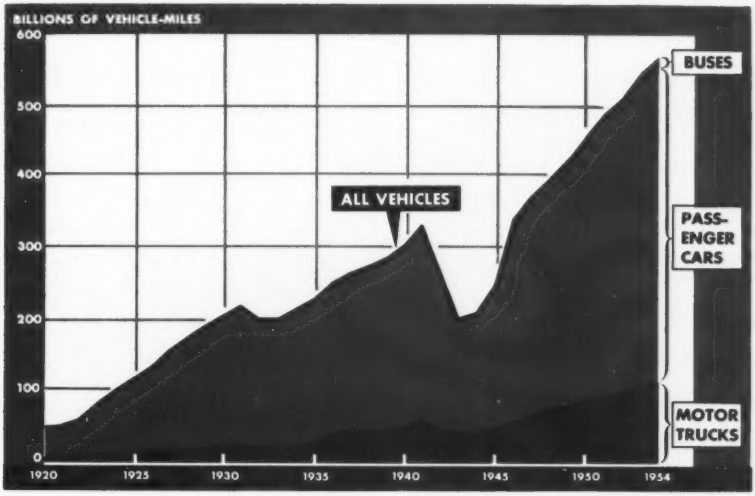
Automobile Industry Consumed 39% of Sheet Steel in 1954

Type of Steel	U. S. Total Shipments,* Net Tons	Automotive Consumption, Net Tons	Percent Automotive
GRADE			
Alloy	4,218,103	1,383,547	32.8
Carbon	58,934,623	10,409,442	17.7
Total	**63,152,726**	**11,792,989**	**18.7**
FORM			
Strip	2,768,134	1,009,302	36.5
Bar	7,465,738	2,168,311	29.0
Sheet	19,010,619	7,478,318	39.3
Other	33,908,235	1,137,058	3.4
Total	**63,152,726**	**11,792,989**	**18.7**

* Including 2,533,883 net tons exported.

SOURCE: American Iron and Steel Institute.

Motor Vehicles Traveled 561 Billion Miles in 1954



Annual Total Vehicle-Miles of Travel in United States, in Millions

1921.... 55,027	1925....122,346	1929....197,720	1933....200,642
1922.... 67,697	1926....140,735	1930....206,320	1934....215,563
1923.... 84,995	1927....158,453	1931....216,151	1935....228,568
1924....104,838	1928....172,856	1932....200,517	1936....252,128

	TOTAL VEHICLE-MILE				AVERAGE MILES PER VEHICLE		
Year	Passenger Cars	Buses	Trucks	Total	Passenger Cars	Trucks	Total
1936	208,654	2,367	41,107	252,128	8,622	10,098	8,879
1937	223,467	2,492	44,151	270,110	8,767	10,264	9,027
1938	224,174	2,508	44,495	271,177	8,871	10,383	9,134
1939	235,629	2,554	47,219	285,402	8,976	10,504	9,240
1940	249,559	2,657	49,927	302,143	9,079	10,624	9,346
1941	275,685	2,820	54,891	333,396	9,285	10,739	9,539
1942	218,239	3,130	45,727	267,096	7,803	9,602	8,123
1943	161,788	3,365	41,594	206,747	6,221	9,021	6,719
1944	166,073	3,799	41,708	211,580	6,497	8,984	6,969
1945	199,185	3,832	45,909	248,926	7,724	9,264	8,054
1946	280,457	4,052	56,146	340,655	9,942	9,615	9,958
1947	300,282	4,251	66,089	370,622	9,727	9,939	9,831
1948	319,459	4,283	73,847	397,589	9,566	10,008	9,707
1949*	342,374	4,252	77,463	424,089	9,398	9,881	9,539
1950*	364,464	4,081	89,877	458,422	9,041	10,696	9,373
1951*	393,229	4,118	93,091	490,438	9,180	10,170	9,398
1952*	410,868	4,334	97,040	512,242	9,393	10,717	9,665
1953*	435,351	4,449	104,633	544,433	9,370	10,927	9,674
1954*①	450,000	4,500	106,500	561,000	—	—	—

①Preliminary. *1949 to date are estimates by Automobile Manufacturers Association.

SOURCE: U. S. Bureau of Public Roads.

Autos Visiting National Parks Have Doubled Since 1946

17,000,000 Visitors Carried to 24 National Parks by Automobile in 1954

NATIONAL PARKS	NUMBER OF AUTOMOBILES 1941	1945	1946	1954	NUMBER OF PASSENGERS 1954
Glacier, Montana	55,360	18,977	49,044	180,779	588,610
Rocky Mountain, Colorado	202,758	90,628	224,215	406,965	1,391,586
Yellowstone, Wyo., Mont., Idaho	172,296	52,008	244,766	399,244	1,308,877
Yosemite, California	182,112	67,997	191,883	287,641	982,515
Subtotal, 4 Parks	612,526	229,610	709,908	1,274,629	4,271,588
Percent of 1941	100.0%	37.5%	115.9%	208.1%	—
Bryce Canyon, Utah	*	7,756	39,349	72,331	231,380
Crater Lake, Oregon	*	17,326	64,557	102,342	369,136
Grand Canyon, Arizona	*	34,721	146,543	118,996	752,328
Lassen Volcanic, California	*	12,153	30,473	82,803	282,306
Mesa Verde, Colordao	*	2,993	11,898	44,188	149,919
Zion, Utah	*	21,015	64,872	133,022	404,940
Great Smoky Mts., N.C.-Tenn.	*	*	329,110	695,713	2,449,617
Kings Canyon, California	*	*	61,637	155,834	545,302
Mt. Ranier, Washington	*	*	114,556	214,735	781,735
Sequoia, California	*	*	88,713	135,946	475,928
Shenandoah, Virginia	319,203	*	231,775	477,973	1,625,825
Acadia, Maine	*	*	91,205	162,430	552,430
Hawaii, T.H.	*	*	133,585	132,974	397,902
Big Bend, Texas	*	*	2,554	18,013	63,901
Mammoth Cave, Kentucky	*	*	41,594	123,330	369,990
Carlsbad Caverns, New Mexico	*	*	104,871	129,876	434,103
Olympic, Washington	*	*	37,776	201,297	661,422
Platte, Oklahoma	*	*	124,633	235,164	826,087
Grand Teton, Wyoming	*	*	39,007	311,922	997,168
Wind Cave, South Dakota	*	*	28,381	92,242	276,726
Total, 24 Parks	*	*	**2,496,997**	**4,915,760**	**16,919,733**
Percent of 1946	—	—	**100.0%**	**196.9%**	—

* Not available.

SOURCE: U. S. Department of the Interior.

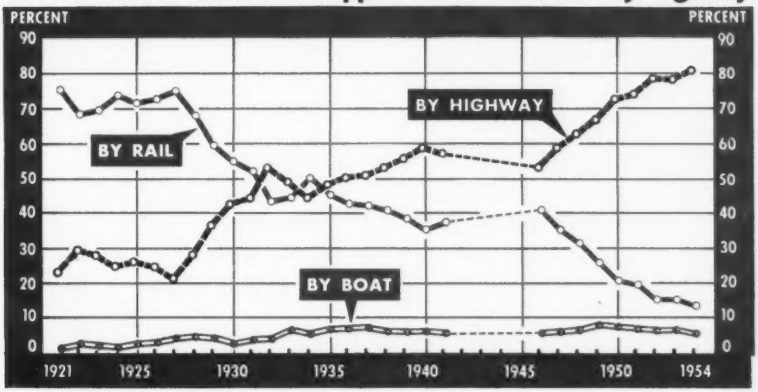
Most Vacation Trips Are By Automobile

Method of Travel by Families With Annual Incomes of $5,000 or More	Percent Of Trips	Average Miles Per Trip	Amount Spent for Transportation
Automobile	85.5%	1,018	$586,800,000①
Bus	5.5	551	20,600,000
Railroad, First Class and Pullman	4.2	1,357	93,700,000
Railroad, Coach	9.4	752	60,700,000
Airlines, North American	7.6	1,700	209,000,000
Airlines, Overseas	.3	6,521	20,700,000
Ship and Boat, North American	1.4	425	16,600,000
Ship and Boat, Overseas	.4	5,618	39,000,000
Other (Bicycle, Motorcycle, Canoe, etc.)	.5	201	3,900,000
Total	②	—	**$1,051,900,000**

NOTE: For the purposes of this survey a vacation trip was defined as any pleasure trip of three or more days duration.

① Includes expenditures, for gasoline, oil, accessories and auto repairs on vacation travel.
② Total exceeds 100% because some families used more than one method of transportation.
SOURCE: "The Vacation Travel Market of the United States" by the Curtis Publishing Co.

80% of Motor Vehicles Shipped From Factories by Highway

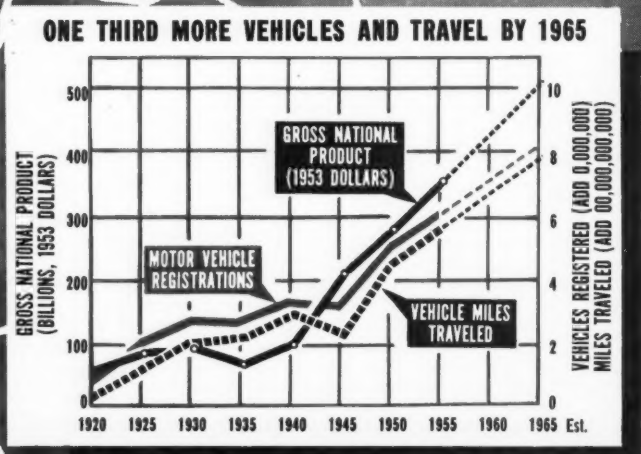


Methods of Shipping Motor Vehicles from Factories

Year	HIGHWAY Number	HIGHWAY Per-cent	RAILROAD Number	RAILROAD Per-cent	BOAT Number	BOAT Per-cent	Total Motor Vehicles Shipped
1921	372,764	23.0	1,221,045	75.6	22,310	1.4	1,616,119
1922	751,347	29.5	1,734,609	68.2	58,220	2.3	2,544,176
1923	1,142,315	28.3	2,810,110	69.7	81,587	2.0	4,034,012
1924	894,825	24.8	2,652,216	73.6	55,499	1.6	3,602,540
1925	1,120,780	26.3	3,041,892	71.3	103,158	2.4	4,265,830
1926	1,066,819	24.8	3,123,345	72.6	110,770	2.6	4,300,934
1927	738,839	21.7	2,538,118	74.6	124,369	3.7	3,401,326
1928	1,222,992	28.1	2,956,594	67.8	179,173	4.1	4,358,759
1929	1,958,738	36.7	3,178,773	59.6	199,576	3.7	5,337,087
1930	1,412,450	42.0	1,850,956	55.0	99,414	3.0	3,362,820
1931	1,050,545	44.1	1,244,272	52.3	85,609	3.6	2,380,426
1932	706,977	53.1	573,780	43.1	51,103	3.8	1,331,860
1933	930,303	49.2	833,256	44.1	126,258	6.7	1,889,817
1934	1,209,291	44.2	1,373,239	50.2	154,540	5.6	2,737,070
1935	1,899,974	47.8	1,798,809	45.3	272,458	6.9	3,971,241
1936	2,237,432	50.1	1,912,594	42.9	311,436	7.0	4,461,462
1937	2,452,300	50.9	2,027,146	42.1	340,773	7.1	4,820,219
1938	1,330,334	53.0	1,026,441	40.9	151,632	6.1	2,508,407
1939	1,996,629	55.6	1,383,711	38.6	208,549	5.8	3,588,889
1940	2,618,484	58.6	1,579,371	35.3	274,431	6.1	4,472,286
1941	2,756,974	57.0	1,795,825	37.1	287,703	5.9	4,840,502
1942-1945	War years not available.						
1946	1,661,637	53.8	1,258,264	40.7	169,664	5.5	3,089,565
1947	2,822,773	58.8	1,688,660	35.2	286,188	6.0	4,797,621
1948	3,289,641	62.2	1,664,088	31.5	331,815	6.3	5,285,544
1949	4,167,269	66.6	1,596,109	25.5	490,273	7.9	6,253,651
1950	5,776,706	72.2	1,640,994	20.5	585,356	7.3	8,003,056
1951	4,966,709	73.4	1,329,838	19.7	468,716	6.9	6,765,263
1952	4,321,273	78.0	840,262	15.2	377,424	6.8	5,538,959
1953	5,712,360	78.0	1,114,479	15.2	496,375	6.8	7,323,214
1954	5,314,842	80.5	916,185	13.9	370,044	5.6	6,601,071

SOURCE: Automobile Manufacturers Association.

EXPANDED HIGHWA
TO NATION'S



INADEQUATE ROADS COST MOTORISTS MORE THAN $5 BILLION PER YEAR

	INTERSTATE SYSTEM	OTHER ROADS & STREETS
Traffic Accidents	$1.0 BILLION	$700 MILLIONS
Commercial Vehicle Time Losses	$900 MILLIONS	$900 MILLIONS
Losses in Gasoline Brake, Tire Economy	$700 MILLIONS	$600 MILLIONS
Vehicle Operating Costs on Earth-Gravel Roads Scheduled for Surface Betterments		$500 MILLIONS
TOTALS	$2.6 BILLIONS	$2.7 BILLIONS

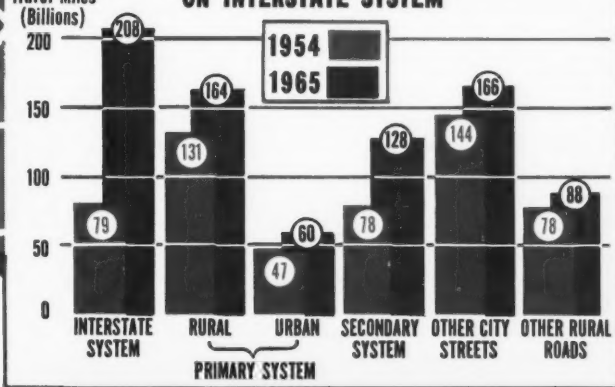
VAY PROGRAM VITAL
N'S GROWTH

$101 BILLION NEEDED FOR HIGHWAY CONSTRUCTION IN NEXT 10 YEARS

HIGHWAY CONSTRUCTION NEEDS, 1955-64, BY SYSTEM
(In Billions)

SYSTEM	RURAL	URBAN	TOTAL
Interstate system	$12.5	$10.7	$23.2
Other Federal-aid primary	19.9	10.0	29.9
Federal-aid secondary			
Under State control	10.1	....	10.1
Under local control	4.9	....	4.9
Total Federal-aid secondary	15.0	....	15.0
Total Federal-aid	47.4	20.7	68.1
Other State highways	3.7	1.8	5.5
Other roads and streets	13.3	13.9	27.2
Total non-Federal-aid	17.0	15.7	32.7
Total, all roads and streets	64.4	36.4	100.8

HALF OF TRAFFIC GROWTH WILL BE ON INTERSTATE SYSTEM



Highway Construction Needs in U. S.

Highway Construction, Maintenance, and Administration

$ Millions

FEDERAL-AID SYSTEMS

Construction Needs:	Interstate			Primary			Secondary*			Total		
	Rural	Urban	Total	Rural	Urban	Total	State	Local	Total	Rural	Urban	Total
Ala.	316	50	366	139	153	292	23	111	134	589	203	792
Ariz.	193	17	210	120	12	132	94	49	143	456	29	485
Ark.	171	32	203	223	26	249	271	78	349	743	58	801
Cal.	592	1,729	2,321	859	677	1,536	360	288	648	2,099	2,406	4,505
Colo.	130	27	157	321	60	381	197	—	197	648	87	735
Conn.	185	370	555	237	381	618	166	41	207	629	751	1,380
Dela.	45	21	66	81	26	107	83	—	83	209	47	256
Fla.	360	136	496	107	724	831	242	74	316	783	860	1,643
Ga.	569	131	700	467	174	641	189	166	355	1,391	305	1,696
Ida.	98	9	107	169	9	178	64	35	99	366	18	384
Ill.	547	518	1,065	726	256	982	31	108	139	1,412	774	2,186
Ind.	475	392	867	816	303	1,119	385	362	747	2,038	695	2,733
Iowa	220	55	275	978	194	1,172	—	514	514	1,712	249	1,961
Kan.	191	16	207	570	96	666	107	207	314	1,075	112	1,187
Ky.	363	129	492	355	132	487	416	79	495	1,213	261	1,474
La.	246	247	493	159	73	232	256	3	259	664	320	984
Me.	140	7	147	219	126	345	140	—	140	499	133	632
Md.	155	279	434	212	284	496	201	57	258	625	563	1,188
Mass.	144	694	838	340	285	625	94	318	412	896	979	1,875
Mich.	807	488	1,295	1,385	440	1,825	532	736	1,268	3,460	928	4,388
Minn.	262	221	483	305	189	494	113	116	229	796	410	1,206
Miss.	222	24	246	270	33	303	80	47	127	619	57	676
Mo.	436	163	599	699	178	877	308	—	308	1,443	341	1,784
Mont.	141	12	153	317	4	321	—	79	79	537	16	553
Nebr.	90	16	106	159	31	190	112	57	169	418	47	465
Nev.	63	10	73	83	10	93	20	21	41	187	20	207
N. H.	42	24	66	159	45	204	82	2	84	285	69	354
N. J.	223	1,134	1,357	625	1,081	1,706	17	232	249	1,097	2,215	3,312
N. M.	176	59	235	201	46	247	117	—	117	494	105	599
N. Y.	638	698	1,336	2,063	1,293	3,356	483	406	889	3,590	1,991	5,581
N. C.	226	21	247	314	42	356	255	—	255	795	63	858
N. D.	103	4	107	74	8	82	120	68	188	365	12	377
Ohio	537	824	1,361	622	578	1,200	384	91	475	1,634	1,402	3,036
Okla.	296	81	377	505	104	609	117	118	235	1,036	185	1,221
Ore.	170	149	319	187	146	333	73	33	106	463	295	758
Penn.	360	400	760	1,074	482	1,556	1,422	18	1,440	2,874	882	3,756
R. I.	7	116	123	117	128	245	28	10	38	162	244	406
S. C.	140	43	183	93	30	123	72	5	77	310	73	383
S. Dak.	86	9	95	141	23	164	100	57	157	384	32	416
Tenn.	261	119	380	472	115	587	184	61	245	978	234	1,212
Texas	515	357	872	520	135	655	464	—	464	1,499	492	1,991
Utah	189	49	238	100	29	129	48	15	63	352	78	430
Vt.	169	9	178	167	12	179	46	28	74	410	21	431
Va.	386	183	569	308	159	467	207	21	228	922	342	1,264
Wash.	193	274	467	427	57	484	257	50	307	927	331	1,258
W. Va.	168	90	258	516	152	668	485	—	485	1,169	242	1,411
Wis.	208	115	323	523	202	725	411	136	547	1,278	317	1,595
Wyo.	282	14	296	216	10	226	95	10	105	603	24	627
D. of C.	—	152	152	—	153	153	9	—	9	9	305	314
Total, U.S.	**12,536**	**10,717**	**23,253**	**19,740**	**9,906**	**29,646**	**9,960**	**4,907**	**14,867**	**47,143**	**20,623**	**67,766**
Hawaii	—	—	—	59	41	100	52	—	52	111	41	152
P. Rico	—	—	—	90	46	136	64	—	64	154	46	200
Total	12,536	10,717	23,253	19,889	9,993	29,882	10,076	4,907	14,983	47,408	20,710	68,118
Maint. Needs	600	100	700	2,600	400	3,000	2,200	1,700	3,900	7,100	500	7,600
Adm. Needs	700	600	1,300	1,200	500	1,700	600	300	900	2,800	1,100	3,900
Total	**13,800**	**11,400**	**25,200**	**23,700**	**10,900**	**34,600**	**12,900**	**6,900**	**19,800**	**57,300**	**22,300**	**79,600**

* All Rural.

SOURCE: U. S. Bureau of Public Roads.

S. During Years 1955-64—$101 Billions

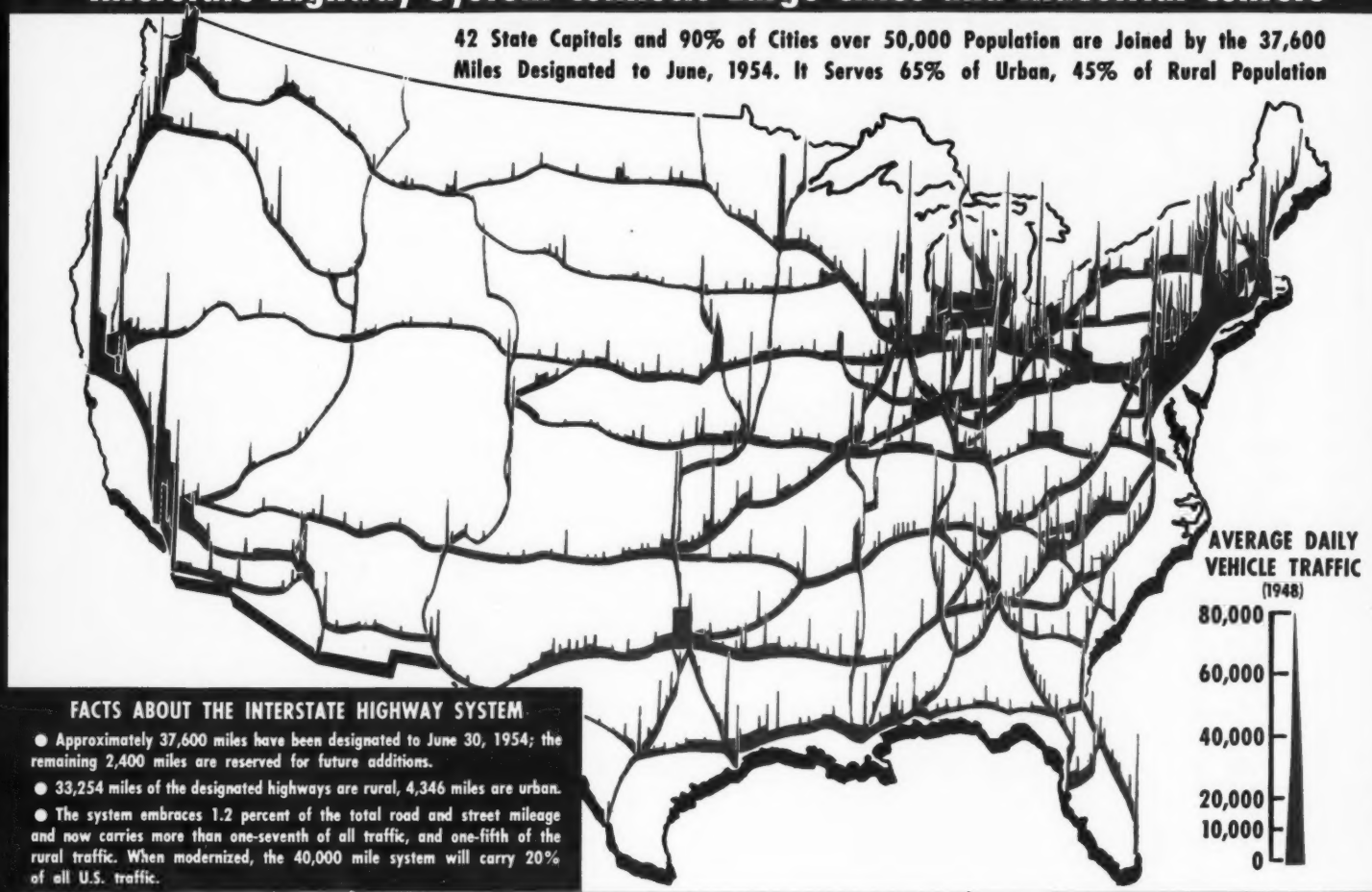
Needs, 1955-64 by System and State

NON-FEDERAL-AID SYSTEMS

Other State Highways			Other Roads and Streets			Total			All Roads and Streets			Construction Needs:
Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	
2	11	13	780	469	1,249	782	480	1,262	1,371	683	2,054	Ala.
—	—	—	135	36	171	135	36	171	591	65	656	Ariz.
10	5	15	107	161	268	117	166	283	860	224	1,084	Ark.
351	423	774	1,385	1,545	2,930	1,736	1,968	3,704	3,835	4,374	8,209	Cal.
6	—	6	473	236	709	479	236	715	1,127	323	1,450	Colo.
229	144	373	157	144	301	386	288	674	1,015	1,039	2,054	Conn.
28	2	30	9	13	22	37	15	52	246	62	308	Dela.
62	158	220	124	43	167	186	201	387	969	1,061	2,030	Fla.
56	31	87	268	206	474	324	237	561	1,715	542	2,257	Ga.
8	1	9	153	21	174	161	22	183	527	40	567	Ida.
223	182	405	439	1,447	1,886	662	1,629	2,291	2,074	2,403	4,477	Ill.
18	33	51	741	681	1,422	759	714	1,473	2,797	1,409	4,206	Ind.
3	1	4	390	132	522	393	133	526	2,105	382	2,487	Iowa
—	—	—	277	198	475	277	198	475	1,352	310	1,662	Kan.
215	71	286	108	69	177	323	140	463	1,536	401	1,937	Ky.
215	56	271	66	241	307	281	297	578	945	617	1,562	La.
105	18	123	84	31	115	189	49	238	688	182	870	Me.
14	14	28	219	89	308	233	103	336	858	666	1,524	Md.
9	3	12	361	201	562	370	204	574	1,266	1,183	2,449	Mass.
57	105	162	655	1,496	2,151	712	1,601	2,313	4,172	2,529	6,701	Mich.
2	5	7	198	239	437	200	244	444	996	654	1,650	Minn.
17	4	21	128	98	226	145	102	247	764	159	923	Miss.
22	8	30	290	427	717	312	435	747	1,755	776	2,531	Mo.
—	1	1	170	25	195	170	26	196	707	42	749	Mont.
2	2	4	191	161	352	193	163	356	611	210	821	Nebr.
2	—	2	3	8	11	5	8	13	192	28	220	Nev.
67	8	75	46	83	139	113	91	204	398	160	558	N. H.
22	70	92	344	875	1,219	366	945	1,311	1,463	3,160	4,623	N. J.
74	23	97	182	128	310	256	151	407	750	256	1,006	N. M.
7	18	25	268	553	821	275	571	846	3,865	2,562	6,427	N. Y.
6	15	21	182	155	337	188	170	358	983	233	1,216	N. Car.
—	1	1	49	57	106	49	58	107	414	70	484	N. Dak.
238	82	320	794	886	1,680	1,032	968	2,000	2,666	2,370	5,036	Ohio
24	13	37	144	137	281	168	150	318	1,204	335	1,539	Okla.
4	18	22	182	109	291	186	127	313	649	422	1,071	Ore.
1,165	85	1,250	433	275	708	1,598	360	1,958	4,472	1,242	5,714	Penn.
13	11	24	25	31	56	38	42	80	200	286	486	R. I.
79	19	98	79	30	109	158	49	207	468	122	590	S. Car.
7	—	7	61	41	102	68	41	109	452	73	525	S. Dak.
—	7	7	321	260	581	321	267	588	1,299	501	1,800	Tenn.
260	29	289	651	743	1,394	911	772	1,683	2,410	1,264	3,674	Texas
39	2	41	104	57	161	143	59	202	495	137	632	Utah
2	—	2	35	5	40	37	5	42	447	26	473	Vt.
1	19	20	283	190	473	284	209	493	1,206	551	1,757	Va.
64	33	97	283	331	614	347	364	711	1,274	695	1,969	Wash.
—	1	1	304	62	366	304	63	367	1,473	305	1,778	W. Va.
—	—	—	366	424	790	366	424	790	1,644	741	2,385	Wis.
1	—	1	179	24	203	180	24	204	783	48	831	Wyo.
—	10	10	—	—	—	—	10	10	9	315	324	D. of C.
3,729	**1,742**	**5,471**	**13,226**	**13,873**	**27,099**	**16,955**	**15,615**	**32,570**	**64,098**	**36,238**	**100,336**	**Total, U.S.**
—	—	—	13	21	34	13	21	34	124	62	186	Hawaii
6	23	29	39	14	53	45	37	82	199	83	282	P. Rico
3,735	**1,765**	**5,500**	**13,278**	**13,903**	**27,186**	**17,013**	**15,673**	**32,686**	**64,421**	**36,383**	**100,804**	*Total*
700	200	900	6,400	4,500	10,900	7,100	4,700	11,800	14,200	5,200	19,400	Maint. Needs
200	100	300	900	800	1,700	1,100	900	2,000	3,900	2,000	5,900	Adm. Needs
4,600	**2,100**	**6,700**	**20,600**	**19,200**	**39,800**	**25,200**	**21,300**	**46,500**	**82,500**	**43,600**	**126,100**	**Total**

SOURCE: U. S. Bureau of Public Roads.

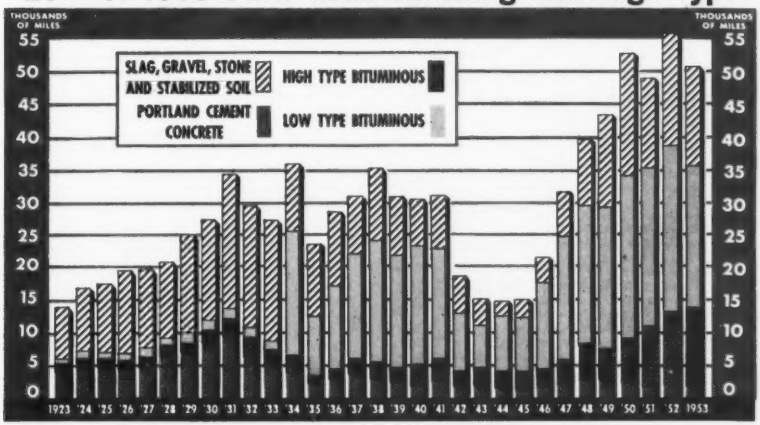
Interstate Highway System Connects Large Cities and Industrial Centers


42 State Capitals and 90% of Cities over 50,000 Population are Joined by the 37,600 Miles Designated to June, 1954. It Serves 65% of Urban, 45% of Rural Population
AVERAGE DAILY VEHICLE TRAFFIC
(1948)
80,000
60,000
40,000
20,000
10,000
0

FACTS ABOUT THE INTERSTATE HIGHWAY SYSTEM

- Approximately 37,600 miles have been designated to June 30, 1954; the remaining 2,400 miles are reserved for future additions.
- 33,254 miles of the designated highways are rural, 4,346 miles are urban.
- The system embraces 1.2 percent of the total road and street mileage and now carries more than one-seventh of all traffic, and one-fifth of the rural traffic. When modernized, the 40,000 mile system will carry 20% of all U.S. traffic.

26% of 1953 State Road Surfacing Was High Type



Surfaced Roads Built by State Highway Departments*

	Portland Cement Concrete①	High Type Bituminous	Low Type Bituminous	Slag, Gravel, Stone and Stabilized Soil	Total
1941	2,235	4,204	16,564	8,035	31,038
1942	1,471	2,855	8,700	5,335	18,361
1943	1,155	3,495	7,121	3,661	15,432
1944	668	3,444	8,699	1,919	14,730
1945	455	3,598	8,655	2,287	14,995
1946	781	4,180	11,956	4,356	21,273
1947	1,258	5,133	18,079	7,057	31,527
1948	1,588	6,443	21,301	10,619	39,951
1949	1,575	6,204	21,192	13,876	42,847
1950	1,380	8,245	24,934	17,564	52,123
1951	1,258	9,740	24,036	13,906	48,940
1952	1,536	11,201	25,927	16,741	55,405
1953	1,446	11,786	22,073	15,340	50,647

* Includes mileage built by state highway departments on county, local, and city roads and streets not under state control in a few states, and on forest, park, and institutional roads.

①Includes negligible amounts of other high-type surfaces.

SOURCE: U. S. Bureau of Public Roads (Tables SMB-1A, 2, 3, 4, and 5).

92% of State Highway Mileage is Surfaced

Existing Mileage of State-Administered Roads and Streets

	1940		1946		1952		1953	
	Miles	%	Miles	%	Miles	%	Miles	%
Non-surfaced	102,461	18.6	92,584	16.0	59,470	9.3	51,017	8.0
Soil surfaced, slag, gravel or stone	137,927	25.0	136,680	23.6	131,946	20.7	128,854	20.2
Bituminous	209,040	37.9	251,018	43.3	358,899	56.4	377,596	59.1
Portland cement concrete, brick, or block	98,818	17.9	95,728	16.5	86,073	13.5	82,071	12.8
Dual type	2,788	.5	3,400	.6	*	—	*	—
Unclassified	732	.1	—	—	—	—	—	—
Total	**551,766**	**100.0**	**579,410**	**100.0**	**636,388**	**100.0**	**639,538**	**100.0**
Percent Surfaced	**81.4**		**84.0**		**90.7**		**92.0**	

* Dual type mileage included with predominant type of the two or more surfaces involved.

SOURCE: U. S. Bureau of Public Roads.

rural traffic. When modernized, the 40,000 mile system will carry 20% of all U.S. traffic.

2,858 Miles of Toll Roads in Use or Under Construction

Status of Toll Roads As of March 1, 1955

State	Name of Road or Location [1]	Year Built, or Estimated Completion Date	Mileage Completed	Mileage Under Construction	Mileage Authorized [2]	Cost, Actual or Estimated (000) [3]
Colo.	Denver-Boulder Turnpike [4]	1952	17.3	—	—	$ 6,237
Conn.	Greenwich-Killingly Expressway [4]	1957	—	129.0	—	398,000
	Merritt Parkway [5]	1940	37.5	—	—	20,592 [6]
	Wilbur Cross Parkway [5]	1949	29.5	—	—	17,500
Fla.	Buccaneer Trail [5]	1950	17.5	—	—	4,600
	Sunshine State Parkway (Hollywood-Ft. Pierce)		—	—	103.0	74,000
Ga.	Brunswick-St. Simon Causeway [5]	1924	11.1	—	—	650
Ill.	Chicago-Rockford-Beloit		—	—	88.4	141,602
	Chicago Belt Line (Hammond, Ind.-Wisc. line)		—	—	80.2	208,944
	Maywood-Aurora		—	—	24.7	39,454
Ind.	Turnpike (Ohio line-Illinois line)	1956	—	156.0	—	280,000
	Gary area-Indianapolis area		—	—	131.0	178,000
Kan.	Turnpike (Kansas City via Topeka-Wichita to Oklahoma line)	1957	—	236.0	—	160,000
Ky.	Turnpike (Louisville-Elizabethtown)	1956	—	40.0	—	38,500
La.	Lafayette-Lutcher		—	—	86.0	100,000
Maine	Turnpike (Portsmouth-Portland)	1947	47.2	—	—	20,600
	Portland-Augusta extension	1955	—	66.0	—	55,000
	Augusta-Ft. Kent extension		—	—	279.0	195,000
Mass.	Turnpike (New York line-Boston area)	1956	—	123.0	—	239,000
Mich.	Rockwood-Saginaw		—	—	114.6	187,000
	Ypsilanti-Gary area		—	—	176.0	215,000
N. H.	Turnpike (Seabrook-Portsmouth)	1950	14.7	—	—	6,770
	Portsmouth-Rochester extension (Spaulding Turnpike)	1957	—	22.8	—	14,300
	Central Turnpike (Everett Turnpike)	1957	—	37.6	—	22,400
N. J.	Garden State Parkway [4]	1955	158.0	7.0	—	330,000
	Extension to New York Thruway		—	—	8.0	25,000
	New Jersey Turnpike (Delaware River to Geo. Washington Bridge interchange)	1952	117.6	—	—	284,952
	Turnpike extensions:					
	Newark Airport interchange-Holland Tunnel	1955	—	8.1	—	120,048
	Bordentown interchange-Pennsylvania Turnpike extension	1956	—	6.0	—	27,200 [7]
	Newark-Columbia		—	—	59.0	300,000
N.Y.	New York Thruway System:					
	Buffalo-New York City section	1954	396.0	31.0	—	675,428
	Niagara section	1956	—	21.8	—	321,938
	Erie section	1956	—	70.6	—	
	New England Section	1956	—	15.1	—	
	Berkshire section		—	—	24.0	62,332
	Garden State Parkway connection		—	—	2.0	
	New Jersey Turnpike connection		—	—	5.0	
	Long Island Expressway (N.Y.C.-Riverhead)		—	—	64.0	80,000
	Westchester County Parkways: [5]					
	Saw Mill River Parkway (toll portion)	1926	11.1	—	—	3,500
	Hutchinson River Parkway (toll portion)	1927	11.2	—	—	4,600
	Cross County Parkway	1940	4.0	—	—	1,800
	Southern State Parkway System [8]	1955	17.5	5.5	—	40,000
	Long Island Parkways: [5]					
	Meadowbrook & Loop Causeways	1934	8.3	—	—	5,000
	Wantagh Causeway	1934	5.1	—	—	2,000
	Captree Parkway	1954	4.2	—	—	7,300
N. C.	Gastonia-Mount Airy Turnpike		—	—	125.0	200,000
Ohio	Turnpike (Pennsylvania line-Indiana line)	1955	21.4	220.0	—	326,000
	Cincinnati-Conneaut		—	—	300.0	400,000
	Columbus-Toledo spur		—	—	100.0	125,000
Okla.	Turner Turnpike (Oklahoma City-Tulsa)	1953	88.0	—	—	38,585
	Turnpike extensions:					
	Tulsa-Missouri line	1957	—	88.5	—	68,000
	Oklahoma City-Kansas line		—	—	97.6	61,380
	Oklahoma City-Texas line		—	—	127.6	94,380
Pa.	Turnpike (Irwin-Carlisle)	1940	158.9	—	—	77,164 [9]
	Eastern extension (Carlisle-Valley Forge)	1950	100.9	—	—	87,000
	Western extension (Irwin-Ohio line)	1951	67.4	—	—	77,500
	Delaware River extension (Valley Forge-Delaware River	1954	32.3	—	—	65,000
	Northeastern extension (Philadelphia-Scranton)	1956	—	110.0	—	233,000 [7]
	Northeastern extension (Scranton-Sayre)		—	—	40.0	40,000

(Continued on next page)

Existing Rural Road and Street Mileage in U. S. 3,366,000

Classified by System and Type of Surface, 1953

System in Thousands of Miles	NONSURFACED MILEAGE	SURFACED MILEAGE				TOTAL
		Low Type	Intermediate	High Type	Total Surfaced	
	①	②	③	④		
Rural Mileage						
Under State Control						
State primary systems	8	41	129	199	369	377
State secondary systems	8	28	34	17	79	87
County roads under state control ⑤	29	56	33	9	98	127
State parks, forests, reservations, etc. ⑥	5	2	1	1	4	9
Total	50	127	197	226	550	600
Under local control						
County roads	779	741	155	36	932	1,711
Town and township roads	215	281	48	19	348	563
Other local roads	43	4	1	—	5	48
Total	1,037	1,026	204	55	1,285	2,322
Under Federal control						
National parks, forests, reservations, etc. ⑥	70	18	1	1	20	90
TOTAL RURAL	1,157	1,171	402	282	1,855	3,012
Urban Mileage						
Under state control						
Urban extensions of state highways	1	1	9	28	38	9
Under local controls:						
City streets	48	69	94	104	267	315
TOTAL URBAN	49	70	103	132	305	324
TOTAL U. S.	1,206	1,241	505	414	2,160	3,366

① Nonsurfaced mileage includes primitive and unimproved and graded and drained roads. ② Consists of slag, stabilized soil, and gravel or stone surfaces. ③ Consists of bituminous treated and mixed bituminous surfaces. ④ Consists of bituminous penetration, bituminous concrete, sheet asphalt, Portland cement concrete, brick, and block surfaces. ⑤ County roads are under state control in Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia. ⑥ Graded and drained classification includes primitive and unimproved mileage.
SOURCE: U. S. Bureau of Public Roads, Table M-2.

(Continued from Previous Page)

State	Name of Road or Location ①	Year Built, or Estimated Completion Date	Mileage Completed	Mileage Under Construction	Mileage Authorized ②	Cost, Actual or Estimated (000) ③
	Northeastern extension (lateral spurs)		—	—	100.0	170,000
	Gettysburg extension (to Maryland line)		—	—	33.0	33,000
	Northwestern extension (N.Y. line-Ohio line via Erie with conn. to Pittsburgh)		—	—	150.0	250,000
R. I.	Connecticut line-Massachusetts line		—	—	40.0	35,000
Texas	Dallas-Fort Worth Turnpike		—	—	30.5	58,500
	Dallas-San Antonio		—	—	250.0	140,000
	Dallas-Fort Worth area-Houston		—	—	223.0	137,000
	Houston-Corpus Christi extension		—	—	170.0	104,000
	Dallas-Ft. Worth area-Oklahoma line		—	—	65.0	40,000
Va.	Richmond-Petersburg		—	—	36.0	57,000
	West Virginia line-North Carolina line		—	—	75.0	75,000
Wash.	Tacoma-Everett		—	—	65.2	227,000
W.Va.	Turnpike (Charleston-Princeton)	1954	87.6	—	—	133,000
Total Mileage			1,464.3	1,394.0	3,272.8	—
Total Cost, Actual or Estimated			⑩$1,898,678	⑩$2,314,486	$4,053,592	$8,266,756

① Facilities indicated by: ① are principally resort or seasonal roads, not serving through traffic. In addition, the Connecticut and Westchester County (N.Y.) parkways were not built as self-liquidating, limited-access toll roads. A 10c toll is levied on passenger vehicles passing through toll gates, and commercial vehicles are denied use of the parkways. Omitted from this tabulation are the Jacksonville, Fla., toll expressway system, Calumet Skyway in Chicago, Ill., and the proposed Loveland Pass tunnel in Colorado which are not classified as toll roads. ② Legislation has not been enacted authorizing or permitting (if found feasible) construction of these toll roads. Financing arrangements have not been completed. ③ "Actual" costs refer in most instances to proceeds of bond issues and hence include interest during construction. ④ The State is required to pay maintenance and collection costs in addition to debt service to extent that revenue from toll receipts are inadequate to meet full deb trequirements. ⑤ Includes Federal grant of approximately $400,000 from Public Works Administration. ⑥ Includes 17.5 miles of connecting links built by State Highway Department on which tolls will not be charged. Costs are included. Trucks are prohibited on 75-mile section of Parkway north of Lakewood. ⑦ Proceeds of these bond issues include pro-rata share borne by Pennsylvania Turnpike Commission and New Jersey Turnpike Authority of bridge across the Delaware linking these toll roads. ⑧ 1953 legislature authorizes 10c toll on existing Southern State Parkway to help finance $40-million parkway construction and improvement program. Toll collections began in July 1954. ⑨ Includes $29,250,000 Federal grant from Public Works Administration. ⑩ Costs of completed mileage includes 7 miles of Garden State Parkway and 31 miles of New York Thruway now under construction. Cost of mileage under construction includes 21.4 miles of Ohio Turnpike opened to traffic December 1954. In neither case is segregation available.
SOURCE: U. S. Bureau of Public Roads.

79% of State Highway Funds From State Motor Taxes, 1953

Sources of Funds Expended for State Administered Highways, Exclusive of Income From Bond Issues

AMOUNTS IN THOUSANDS OF DOLLARS

	Highway User Revenues①	Federal Aid (Regular)	General Taxes and Appropriations	Other②	Total③
1923	$ 162,949	$ 72,343	$ 61,810	$ 82,252	$ 379,354
1924	222,628	91,401	38,367	101,348	453,744
1925	289,173	92,180	54,880	86,790	523,023
1926	358,855	79,163	48,147	83,197	569,362
1927	416,725	80,160	49,565	96,412	642,862
1928	493,299	80,798	54,424	99,322	727,843
1929	565,351	77,573	71,737	85,917	800,578
1930	700,911	92,463	43,318	77,963	914,385
1931	639,586	155,344	35,438	131,655	962,023
1932	574,689	111,409	31,588	75,982	793,668
1933	498,231	175,244	27,713	35,101	736,289
1934	579,276	317,815	11,165	56,735	964,991
1935	589,816	215,239	7,843	33,229	846,127
1936	663,886	328,638	5,133	41,698	1,039,355
1937	832,039	266,275	2,985	29,317	1,130,616
1938	810,087	199,066	5,962	24,288	1,039,403
1939	845,863	175,858	3,448	40,873	1,066,042
1940	761,569	160,576	4,726	28,912	955,783
1941	850,243	149,109	4,122	32,768	1,036,242
1942	745,694	122,108	5,944	31,444	905,190
1943	645,739	119,494	22,266	15,812	803,311
1944	679,883	77,792	6,570	15,882	780,127
1945	787,947	51,525	42,782	21,172	903,426
1946	1,059,413	137,829	96,240	30,509	1,323,812
1947	1,143,058	258,547	17,607	36,628	1,455,840
1948	1,274,061	322,412	32,247	46,503	1,675,223
1949	1,490,716	371,817	46,584	59,843	1,968,960
1950	1,669,780	371,033	20,841	72,800	2,134,454
1951	1,833,147	365,470	30,669	78,661	2,307,947
1952	2,085,242	419,867	16,996	87,174	2,609,279
1953	2,247,603	463,522	28,857	120,898	2,860,880
			PERCENTAGES		
1923	42.9%	19.1%	16.3%	21.7%	100.0%
1924	49.1	20.1	8.5	22.3	100.0
1925	55.3	17.6	10.5	16.6	100.0
1926	63.0	13.9	8.5	14.6	100.0
1927	64.8	12.5	7.7	15.0	100.0
1928	67.8	11.1	7.5	13.6	100.0
1929	70.6	9.7	9.0	10.7	100.0
1930	76.7	10.1	4.7	8.5	100.0
1931	66.5	16.1	3.7	13.7	100.0
1932	72.4	14.0	4.0	9.6	100.0
1933	67.7	23.8	3.8	4.7	100.0
1934	60.0	32.9	1.2	5.9	100.0
1935	69.7	25.4	.9	3.9	100.0
1936	63.9	31.6	.5	4.0	100.0
1937	73.6	26.3	.3	2.6	100.0
1938	77.9	19.2	.6	2.3	100.0
1939	79.3	16.5	.3	3.8	100.0
1940	79.7	16.8	.5	3.0	100.0
1941	82.1	14.4	.4	3.2	100.0
1942	82.4	13.5	.7	3.5	100.0
1943	80.4	14.9	2.8	2.0	100.0
1944	87.2	10.0	.8	2.0	100.0
1945	87.2	5.7	4.7	2.3	100.0
1946	80.0	10.4	7.3	2.3	100.0
1947	78.5	17.8	1.2	2.5	100.0
1948	76.1	19.2	1.9	2.8	100.0
1949	75.7	18.9	2.4	3.0	100.0
1950	78.2	17.4	1.0	3.4	100.0
1951	79.4	15.8	1.3	3.4	100.0
1952	79.9	16.1	.7	3.3	100.0
1953	78.6	16.2	1.0	4.2	100.0

① This column presents only that portion of highway user revenues (registration fees, motor carrier, gasoline taxes and tolls) which was used for state administered highways, and a portion of tolls collected. Thus, the $2,247,603,000 highway user revenues shown here for 1953 represents only 66% of the total of over $3,420,590,000 of highway user revenues and tolls disposed of in 1953. The remaining portion of the highway revenues was used for work on local roads and streets, for expenses of collection and administration, and for non-highway purposes.

② Earnings of bond sinking funds, federal funds other than regular federal aid, transfers from local governments, and miscellaneous income.

③ Excluding income from issue of bonds, notes, etc.

SOURCE: U. S. Bureau of Public Roads (Table S.F. 3).

61% of Highway User Taxes Expended for State Highways, 1953

Disposition of Receipts from State Imposts* on Highway Users

FOR STATE HIGHWAY PURPOSES

IN THOUSANDS

Year	Expenses of Collection and Admin.	Construction Maint. and Adm. State Highways	State Park and Forest Roads	State Highway Police	Service of State Highway Obligations	Total, State Highway Purposes
1925	$ 11,961	$276,363	$ 61	$ 924	$ 23,280	$ 300,628
1926	16,350	320,339	—	492	27,802	348,633
1927	15,376	374,199	—	539	46,428	421,166
1928	15,875	420,442	—	1,592	49,446	471,480
1929	18,226	521,576	251	1,480	56,556	579,863
1930	20,319	561,331	251	3,455	62,818	627,855
1931	23,065	554,977	201	4,616	79,282	639,076
1932	20,707	458,040	1,236	5,597	85,592	550,465
1933	27,025	402,337	623	4,547	95,447	502,954
1934	28,975	371,916	1,317	8,752	127,912	509,897
1935	31,760	375,989	1,269	12,105	134,036	523,399
1936	37,942	419,552	1,597	13,967	150,097	585,213
1937	42,026	521,800	8,043	19,173	161,751	710,767
1938	43,977	490,773	7,698	23,403	171,802	693,676
1939	44,478	505,295	4,377	24,393	164,834	698,899
1940	46,693	576,295	3,007	26,449	148,728	754,479
1941	49,579	653,669	4,157	30,760	144,703	833,289
1942	46,056	538,910	3,042	33,816	153,624	729,393
1943	44,254	457,003	2,717	31,652	139,723	631,095
1944	44,566	484,130	2,264	28,088	150,416	664,898
1945	49,560	608,773	3,786	29,983	128,163	770,705
1946	58,506	869,120	3,443	39,181	125,314	1,037,058
1947	74,174	919,821	11,374	46,141	132,936	1,110,272
1948	83,961	1,057,515	7,207	56,444	115,682	1,236,848
1949	95,577	1,251,664	9,057	63,768	124,796	1,449,285
1950	99,985	1,373,847	23,943	71,945	127,969	1,597,704
1951	113,043	1 507,899	9,902	89,934	131,951	1,739,686
1952	119,913	1,701,380	22,739	90,465	137,198	1,951,782
1953	128,974	1,815,422	20,031	113,108	153,217	2,101,778

FOR LOCAL ROADS AND STREETS

Year	For Work On County & Local Roads	For Work on City Streets	Service of Local Highway Obligations	Total	For Non-Highway Purposes	Net Total Funds Distributed
1925	$ 80,246	$ 3,988	$ 1,697	$ 85,931	$ 7,179	$ 405,699
1926	95,311	5,977	2,711	103,999	6,903	475,885
1927	109,018	3,797	1,540	114,355	8,793	559,690
1928	117,780	9,701	—	127,481	12,046	626,882
1929	151,975	14,189	—	166,164	14,697	778,950
1930	164,804	12,462	4,541	181,807	20,160	850,141
1931	170,118	20,080	5,781	195,979	23,600	881,720
1932	168,889	17,397	4,146	190,432	76,747	838,351
1933	171,586	17,894	4,071	193,551	91,577	815,107
1934	190,221	24,850	7,624	222,695	122,150	883,717
1935	207,716	22,708	7,710	238,134	147,143	940,436
1936	224,993	31,468	9,035	265,496	169,344	1,057,995
1937	232,859	43,145	3,772	279,776	163,082	1,195,651
1938	232,758	42,315	5,516	280,589	157,516	1,175,758
1939	245,882	46,446	9,557	301,885	181,654	1,226,916
1940	263,900	51,321	8,110	323,331	196,579	1,321,082
1941	288,548	58,537	7,019	354,104	215,039	1,452,011
1942	276,595	57,339	7,843	341,777	204,165	1,321,391
1943	235,675	44,286	6,612	285,573	155,455	1,117,377
1944	240,994	44,006	3,938	288,938	138,502	1,136,904
1945	264,437	47,360	3,884	315,681	99,834	1,235,780
1946	346,883	62,115	3,664	412,622	94,578	1,602,804
1947	383,754	93,174	6,849	483,777	170,518	1,838,741
1948	437,287	117,670	15,910	570,867	189,370	2,081,046
1949	472,415	131,344	22,357	626,116	166,111	2,337,089
1950	497,499	154,280	20,573	672,352	217,038	2,587,079
1951	553,482	173,605	16,638	743,725	266,771	2,863,225
1952	611,038	191,950	16,567	819,555	202,800	3,094,050
1953	651,441	224,730	19,591	895,762	294,076	3,420,590

*Includes only state motor vehicle registration receipts, special state motor carrier taxes, and state gas taxes; does not include toll road, ferry, bridge and tunnel receipts, Federal excise or city and county levies.

SOURCE: U. S. Bureau of Public Roads (Table DF).

Total Highway and Street Revenues From All Sources

MILLIONS OF DOLLARS

Year	FEDERAL GOVERNMENT				STATE GOVERNMENTS					
	BPR Regular Funds	Forest, Park & Other Federal Funds ②	WPA & PWA Miscellaneous	Total	Highway User Revenues	Other Revenue ①	Total	County & Local Rural Road Agencies	Urban Places	Grand Total
1929	77	12	—	89	746	87	833	525	725	2,172
1930	96	16	—	112	810	69	879	528	787	2,306
1931	241	29	—	270	832	67	899	493	643	2,305
1932	105	20	—	125	730	63	793	389	474	1,781
1933	181	27	57	265	689	52	741	296	373	1,675
1934	315	46	344	705	728	37	765	251	337	2,058
1935	213	30	237	480	761	33	794	265	335	1,874
1936	329	38	679	1,046	847	34	881	269	348	2,544
1937	267	39	472	778	990	42	1,032	280	335	2,425
1938	194	27	832	1,053	975	43	1,018	283	366	2,720
1939	172	41	712	925	1,003	45	1,048	284	382	2,639
1940	168	32	546	746	1,076	49	1,125	280	347	2,498
1941	155	26	349	530	1,188	61	1,249	269	295	2,343
1942	155	20	146	321	1,073	57	1,130	269	255	1,975
1943	161	12	—	173	920	68	988	266	205	1,632
1944	99	7	—	106	950	57	1,007	258	220	1,591
1945	63	20	—	83	1,086	102	1,188	271	327	1,869
1946	146	25	—	171	1,450	190	1,640	312	362	2,485
1947	284	41	—	325	1,594	107	1,701	357	425	2,808
1948	359	48	—	407	1,808	159	1,967	391	523	3,288
1949	422	69	—	491	2,075	174	2,249	419	563	3,722
1950	405	66	—	471	2,270	140	2,410	460	556	3,897
1951	408	60	—	468	2,483	177	2,660	484	602	4,214
1952	465	84	—	549	2,771	204	2,975	531	658	4,713
1953	535	99	—	634	2,998	246	3,244	555	698	5,131
1954	578	97	—	675	3,268	271	3,539	575	742	5,531

Total Highway Expenditures, Federal, State, Local and City

MILLIONS OF DOLLARS

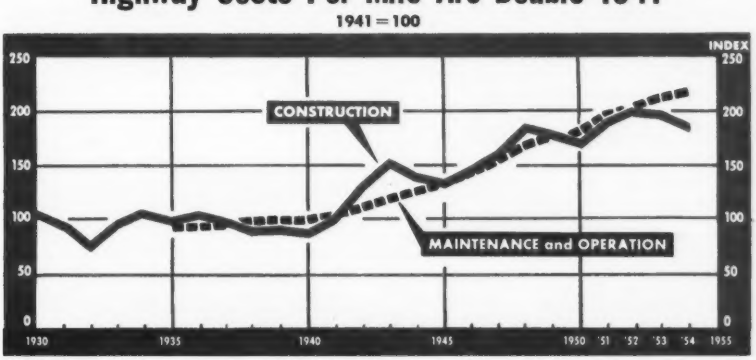
Year	State Highways Total ③	Local Rural Roads Total	Urban Streets Total	Fed. Exp. Not Else. Included ⑤	ALL ROADS AND STREETS			
					Capital Outlay	Maint. & Admin.	Interest on Hwy. Debt ④	Grand Total
1929	$ 843	$ 644	$ 739	$11	$1,272	$ 750	$315	$2,237
1930	1,019	701	799	17	1,521	788	227	2,536
1931	1,070	643	663	22	1,427	733	238	2,398
1932	878	518	491	21	980	685	243	1,908
1933	826	432	420	44	881	608	233	1,722
1934	898	540	534	61	1,193	614	226	2,033
1935	764	495	461	64	941	630	213	1,784
1936	1,024	771	643	53	1,584	709	198	2,491
1937	984	704	584	42	1,401	716	197	2,314
1938	976	868	778	37	1,707	757	195	2,659
1939	954	832	665	35	1,567	728	191	2,486
1940	1,019	765	567	30	1,457	734	190	2,381
1941	978	656	480	26	1,179	781	180	2,140
1942	794	510	404	17	796	761	168	1,725
1943	627	419	321	7	434	781	159	1,374
1944	608	433	321	7	373	847	149	1,369
1945	647	448	310	14	368	920	131	1,419
1946	1,022	601	391	21	799	1,113	123	2,035
1947	1,503	749	555	34	1,408	1,314	119	2,841
1948	1,845	897	679	39	1,813	1,525	122	3,460
1949	2,113	932	796	57	2,144	1,625	129	3,898
1950	2,312	966	800	46	2,291	1,704	129	4,124
1951	2,606	1,038	846	41	2,518	1,880	133	4,531
1952	2,877	1,160	921	50	2,864	1,995	149	5,008
1953	3,280	1,220	978	58	3,272	2,091	173	5,536
1954	3,890	1,298	1,037	55	3,856	2,212	212	6,280

Federal and State data are for calendar years. County and Local data are for varying fiscal years, as reported. Data for most recent years are partly estimated.

① Includes tolls from roads, bridges and ferries; earnings on debt service fund; and miscellaneous state imposts and revenues. ② Includes expenditures of Forest Service and National Park Service funds by Bureau of Public Roads as well as direct expenditures by the Forest and Park Service. ③ Includes expenditure by states on trans-city connections of state highways, also includes expenditures for state highway police. ④ Interest payments have been reduced by amounts paid to counties on reimbursement obligations, in order to avoid duplication. ⑤ Expenditures by Forest Service, National Park Service and Office of Indian Affairs, practically all construction, and included as such in totals.

SOURCE: 1929-1944, from a National Highway Users Conference tabulation based on U. S. Bureau of Public Roads data. 1945 to date, from U. S. Bureau of Public Roads, Tables HF-1 and HF-2.

Highway Costs Per Mile Are Double 1941



SOURCE: Based on U. S. Bureau of Public Roads Data.

1954 Road Expenditures Exceed All Previous Years

Federal, State, and Local Highway Expenditures, 1940-1954

Year	*Actual, Millions	**1941 Dollars, Millions	Year	*Actual, Millions	**1941 Dollars, Millions
1940	$2,191	$2,425	1946	$1,912	$1,354
1941	1,960	1,960	1950	3,995	2,309
1942	1,557	1,297	1951	4,398	2,292
1943	1,215	959	1952	4,859	2,402
1944	1,220	968	1953	5,363	2,659
1945	1,288	982	1954***	6,068	3,092

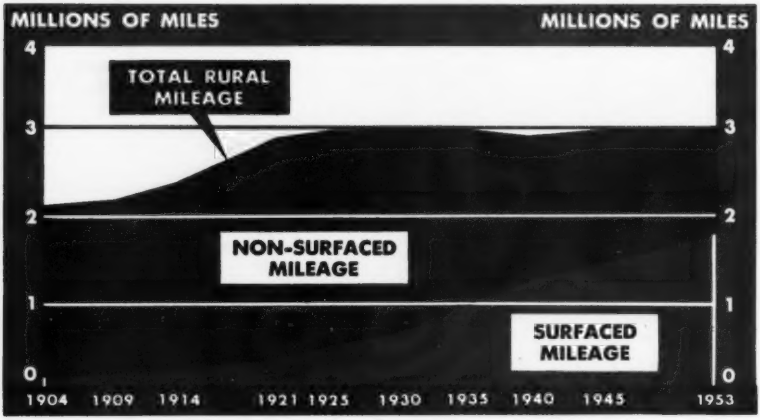
*Excluding debt service. **Actual expenditures deflated by highway construction and maintenance cost indexes.
***Preliminary. SOURCE: Calculated by A.M.A. from data of U. S. Bureau of Public Roads.

Federal Taxes on Motor Vehicles and Related Products

Year	Automobiles	Trucks	Parts and Accessories	FUEL, PER GAL. Gasoline	Diesel	Lubricating Oil Per Gal.	Tires⑪	Tubes⑪	Use of Motor Vehicles
1917①	3%	3%	—	—	—	—	—	—	—
1918	3%	3%	—	—	—	—	—	—	—
1919②	3%-5%	3%	5%	—	—	—	5%	5%	—
1920-1925	5%	3%	5%	—	—	—	5%	5%	—
1926③	5%-3%	3%	5%	—	—	—	5%	5%	—
1927	3%	—	—	—	—	—	—	—	—
1928④	3%	—	—	—	—	—	—	—	—
1929-1931	—	—	—	—	—	—	—	—	—
1932⑤	3%	2%	2%	1¢	—	4¢	2¼¢	4¢	—
1933⑥	3%	2%	2%	1¢-1½¢	—	4¢	2¼¢	4¢	—
1934-1939	3%	2%	2%	1¢	—	4¢	2¼¢	4¢	—
1940⑦	3%-3½%	2%-2½%	2%-2½%	1¢-1½¢	—	4¢-4½¢	2¼¢-2½¢	4¢-4½¢	—
1941⑧	3½%-7%	2½%-5%	2½%-5%	1½¢	—	4½¢	2½¢-5¢	4½¢-9¢	—
1942⑨	7%	5%	5%	1½¢	—	4½¢-6¢	5¢	9¢	$7.09⑩
1943-1945	7%	5%	5%	1½¢	—	6¢	5¢	9¢	5.00
1946	7%	5%	5%	1½¢	—	6¢	5¢	9¢	⑫
1947-1950	7%	5%	5%	1½¢	—	6¢	5¢	9¢	—
1951⑬	7%-10%	5%-8%	5%-8%	1½¢-2¢	2¢	6¢	5¢	9¢	—
1952-1955	10%	8%	8%	2¢	2¢	6¢	5¢	9¢	—

① Revenue Act of 1917—Effective October 4, 1917. ② Revenue Act of 1918—Effective February 24, 1919.
③ Revenue Act of 1926—repealed tax on motor trucks, tires, parts and accessories, effective February 26, 1926, and reduced tax on automobiles to 3%, effective March 29, 1926. ④ Repealed May 29, 1928. ⑤ Revenue Act of 1932—Effective June 7, 1932. ⑥ Tax on gasoline increased to 1½¢ per gallon on June 17, 1933, and reverted to 1¢ on January 1, 1934. ⑦ Revenue Act of 1940—Effective July 1, 1940. ⑧ Revenue Act of 1941—Effective October 1, 1941. ⑨ Effective November 1, 1942.
⑩ Effective February 1, 1942. In 1942 a tax of $2.09 per vehicle was collected for the unexpired five months of the fiscal year ending June 30, 1942. Thereafter the tax was $5.00 per vehicle for each fiscal year.
⑪ Tires and tubes were subject to the tax on automobiles, parts, or accessories under the revenue acts of 1918, 1921, and 1924 but the Revenue Act of 1932 was the first to impose a separate tax upon them. Since 1932 the tax has been imposed on a poundage basis. On new vehicle sales the rates applying to complete vehicles were computed on value of tires and deducted to avoid double taxation on tires.
⑫ Repealed, effective July 1, 1946. ⑬ Revenue Act of 1951—Effective November 1, 1951.

62 Percent of Rural Roads Are Surfaced



Existing Rural Road Mileage in U. S. 3,012,000

Year Ending	SURFACED MILEAGE State Control (000)	SURFACED MILEAGE County & Local Control (000)	SURFACED MILEAGE Total (000)	Percent Surfaced	NON-SURFACED MILEAGE State Control (000)	NON-SURFACED MILEAGE County & Local Control (000)	NON-SURFACED MILEAGE Total (000)	TOTAL MILEAGE State Control (000)	TOTAL MILEAGE County & Local Control (000)	TOTAL MILEAGE Total (000)
1904	—	—	154	7.2	—	—	1,997	—	—	2,151
1909	—	—	190	8.6	—	—	2,010	—	—	2,200
1914	—	—	257	10.5	—	—	2,188	—	—	2,445
1921	84	303	387	13.2	119	2,419	2,538	203	2,722	2,925
1925	145	376	521	17.3	130	2,355	2,485	275	2,731	3,006
1935	319	744	1,063	35.1	71	1,898	1,969	390	2,642	3,032
1945	451	1,031	1,495*	49.6	93	1,367	1,517*	544	2,398	3,012*
1951	526	1,180	1,723*	57.7	66	1,141	1,264*	592	2,321	2,987*
1952	540	1,224	1,782*	59.5	59	1,094	1,211*	599	2,318	2,993*
1953	550	1,285	1,855*	61.6	50	1,037	1,157*	600	2,322	3,012*

*Includes mileage under Federal control in national parks, forests, etc.

SOURCE: U. S. Bureau of Public Roads (Tables RM-200, RM-2, and M-2).

Revenues and Expenditures for Streets and Highways in Large Cities

In Thousands	1947	1948	1949	1950	1951	1952	1953
CITIES 250,000 POPULATION AND OVER*							
Revenues (Certain Types Only)							
Taxes on Motor Fuel	$ 6,710	$ 8,393	$ 9,283	$10,147	$10,993	$11,455	$13,669
Vehicle and Operators Licenses	10,024	13,161	14,483	15,854	17,296	30,708	32,464
Parking Meters (On Street)	2,964	3,838	5,113	7,231	9,243	11,870	14,287
Highway Aid from State	38,966	44,366	60,824	59,493	69,458	79,424	92,502
Expenditures:							
Capital Outlay①:							
Regular Highways	—	—	—	—	161,399	187,184	197,439
Toll Facilities	—	—	—	—	17,414	5,385	6,052
Total	**$83,281**	**$110,647**	**$146,430**	**$162,984**	**$178,813**	**$192,569**	**$203,491**
Current Operation:							
Regular Highways	—	—	—	—	136,566	139,163	151,540
Toll Facilities	—	—	—	—	10,073	10,922	11,843
Total	**$97,824**	**$118,219**	**$121,531**	**$124,879**	**$146,639**	**$150,085**	**$163,383**

①"Capital Outlay" includes "New Construction" plus purchase of land and existing structures, and equipment. Capital expenditures for street lighting, snow removal, sidewalks and curbs are included.

*Data for 1949 and earlier years cover 37 cities having over 250,000 inhabitants in 1940. Data for 1950 are on basis of 1950 population count and cover 39 cities in the over 250,000 group, 1951, 1952 and 1953 data cover 41 cities.

SOURCE: U. S. Department of Commerce, Bureau of Census, Government Division.

Annual Local Rural and Urban Highway Receipts $2.5 Billions

36% from Highway User Imposts, Tolls and Parking Fees

Receipts of Local Rural and Urban Units for Roads and Streets, 1952

Local Revenue	Local Rural Units (000)	%	Incorporated and Other Urban Places (000)	%	Total Local Units (000)	%
Property Taxes						
Road, Street and Bridge Levies	$370,648	29.6	$123,013	9.6	$ 493,661	19.4
Special Assessments	5,942	.5	50,847	3.9	56,789	2.2
General Fund Appropriations	97,966	7.8	357,976	27.8	455,942	17.9
Local Highway User Imposts①	2,972	.2	32,369	2.5	35,341	1.4
Tolls	12,871	1.0	39,926	3.1	52,797	2.1
Parking Meter Fees	—	—	④19,879	1.5	④19,879	.8
Miscellaneous	39,391	3.1	45,153	3.5	84,544	3.3
Total Local Revenue	**$529,790**	**42.3**	**$669,163**	**52.0**	**$1,198,953**	**47.2**
Transfers						
From Urban Places	$ 1,729	.1	—	—	$ 1,729	.1
From Local Rural Units	—	—	$ 10,319	.8	10,319	.4
From State						
Highway User Imposts	556,839	44.4	173,908	13.5	730,747	28.8
Other②	26,900	2.1	4,251	.3	31,151	1.2
From Federal Government②	17,138	1.4	573	*	17,711	.7
Total Transfers	**$602,606**	**48.1**	**$189,051**	**14.7**	**$791,657**	**31.2**
Borrowings						
Long Term	$108,484	8.7	$405,818	31.5	$514,302	20.2
Short Term	12,573	1.0	23,389	1.8	35,962	1.4
Total Borrowings	**$121,057**	**9.7**	**$429,207**	**33.3**	**$550,264**	**21.7**
Total Receipts	**$1,253,453**	**100.0**	**$1,287,421**	**100.0**	**$2,540,874**	**100.0**

① County motor fuel and wheel taxes, local motor fuel, wheel registration, and other taxes and fees.
② Appropriations from state general funds for local roads, and proceeds of state sales, liquor, cigarette, chain store and other taxes.
③ Includes national forest earnings apportioned to counties, payments in lieu of taxes, and other miscellaneous payments. Does not include Federal Aid secondary road or urban highway funds. ④ Incomplete.

28% of Local Road and Street Expenditures Used for Construction

Disbursement of Local Rural and Urban Units for Roads and Streets, 1952

	Local Rural Units (000)	%	Incorporated and Other Urban Places (000)	%	Total Local Units (000)	%
Local Rural Roads①						
Current Direct Expenditures						
Right of Way②	$ 6,539	.5	—	—	$ 6,539	.3
Construction	317,518	26.5	—	—	317,518	13.0
Maintenance	610,571	50.9	$39	*	610,610	25.0
Miscellaneous③	51,344	4.3	—	—	51,344	2.1
Interest	25,995	2.2	—	—	25,995	1.1
Transfers to State	20,877	1.7	—	—	20,877	.9
Debt Retirement	92,808	7.7	—	—	92,808	3.8
Total Local Rural Roads	**$1,125,652**	**93.8**	**$39**	*	**$1,125,691**	**46.0**
State Highways①						
Current Direct Expenditures						
Right of Way②	$ 8,535	.7	$ 6,663	.5	$15,198	.6
Construction	4,370	.4	2,626	.2	6,996	.3
Maintenance	4,554	.4	1,081	.1	5,635	.2
Interest	1,294	.1	—	—	1,294	.1
Transfers to State	10,201	.9	8,110	.7	18,311	.7
Debt Retirement	3,951	.3	—	—	3,951	.2
Total State Highways	**$32,905**	**2.7**	**$18,480**	**1.5**	**$51,385**	**2.1**
Urban Streets①						
Current Direct Expenditures						
Right of Way②	$ 3,603	.3	$ 13,356	1.1	$ 16,959	.7
Construction	13,992	1.2	346,636	27.8	360,628	14.7
Maintenance	3,058	.3	406,313	32.6	409,371	16.7
Miscellaneous③	—	—	67,841	5.4	67,841	2.8
Interest	—	—	43,788	3.5	43,788	1.8
Transfers to State	—	—	8,935	.7	8,935	.4
Transfers to Urban Places	10,537	.9	—	—	10,537	.4
Transfers to Local Rural Units	—	—	1,771	.1	1,771	.1
Debt Retirement	—	—	327,531	26.3	327,531	13.4
Total Urban Streets	**$31,190**	**2.6**	**$1,216,171**	**97.6**	**$1,247,361**	**51.0**
Total Highway Disbursements	$1,189,747	99.1	$1,234,690	99.1	$2,424,437	99.1
Non-Highway Purposes	10,213	.9	11,423	.9	21,636	.9
Total Disbursements	**$1,199,960**	**100.0**	**$1,246,113**	**100.0**	**$2,446,073**	**100.0**

① The classification by systems is not exact as local records are often inadequate.
② Identifiable expenditures for right of way. Some such expenditures are probably included with expenditures for construction, maintenance and miscellaneous purposes.
③ Includes administration, engineering and other miscellaneous payments.
* Less than .1 per cent.

SOURCE: U. S. Bureau of Public Roads, Tables FL-R-1, UF-R-1, LF-D-1 and 2, and UF-D-1 and 2.

$2,800,000,000 in Local Rural and Urban Bonds Outstanding

Changes in Status of Highway Obligations of Local Rural and Urban Places, 1952

	Local Rural Units (000)	Incorporated and Other Urban Places (000)	Total Local Rural and Urban Units (000)
Total Debt Outstanding at Beginning of Year, 1952	$892,599	$1,786,311	$2,678,910
Long Term Debt			
Outstanding at Beginning of Year	$874,947	$1,768,070	$2,643,017
Issued:			
Original	103,198	201,253	304,451
Refunding	4,970	203,161	208,131
Redeemed:			
From Current or Sinking Funds	82,286	103,337	185,623
By Refunding	4,977	203,161	208,138
Outstanding at End of Year, 1952	$895,852	$1,865,986	$2,761,838
Short Term Debt			
Outstanding at Beginning of Year	$ 17,652	$ 18,241	$ 35,893
Issued:			
Original	10,029	16,027	26,056
Extensions	46	9	55
Redeemed:			
From Current or Sinking Funds	8,176	13,103	21,279
By Extensions or Funding	39	9	48
Outstanding at End of Year, 1952	$ 19,512	$ 21,165	$ 40,677
Total Debt Outstanding at End of Year, 1952	**$915,364**	**$1,887,151**	**$2,802,515**

SOURCE: U. S. Bureau of Public Roads tables LD-C-1 and UD-C-1.

State Highway Indebtedness January 1, 1954, $3,738,654,000

State Highway Obligations, Issued, Redeemed, and Outstanding by Years

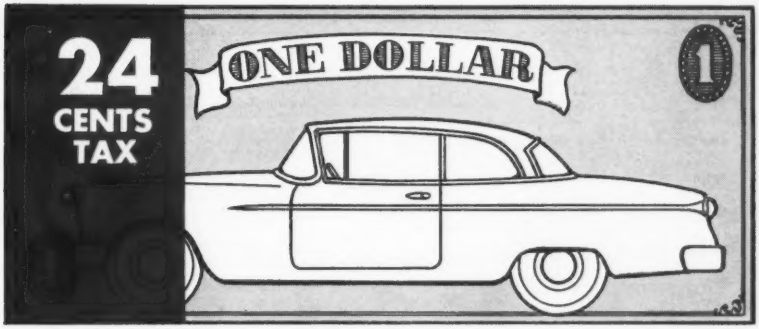
IN THOUSANDS OF DOLLARS

Year	Bonds Issued or Debt Assumed	Refunding Issues	Redemptions	Outstanding Debt at End of Year	Year	Bonds Issued or Debt Assumed	Refunding Issues	Redemptions	Outstanding Debt at End of Year
Prior to 1920	$198,488	—	$ 7,047	$ 191,441	1937	$129,396	$ 26,942	$123,075	$2,243,648
1920	37,672	—	3,707	225,406	1938	107,090	98,714	199,300	2,250,152
1921	150,627	—	3,088	372,945	1939	76,874	36,464	185,607	2,177,883
1922	104,214	$ 500	4,445	473,214	1940	109,074	121,065	248,997	2,159,025
1923	105,622	610	13,996	565,450	1941	34,165	171,244	294,795	2,069 630
1924	124,997	480	12,606	678,321	1942	24,445	5,551	137,504	1,962,131
1925	123,079	9,577	21,630	789,347	1943	23,579	63,306	179,457	1,869,559
1926	169,827	2,870	28,978	933,066	1944	3,037	87,959	166,048	1,794,507
1927	185,050	13,855	46,104	1,085,867	1945	10,897	46,859	214,359	1,637,904
1928	143,828	6,177	48,071	1,187,801	1946	54,528	107,161	228,016	1,571,577
1929	289,218	10,268	48,293	1,438,994	1947	80,036	4,360	119,034	1,536,939
1930	180,265	13,025	59,829	1,572,455	1948	268,072	55,264	124,913	1,735,362
1931	351,206	5,493	49,357	1,879,797	1949	254,063	54,340	115,435	1,928,330
1932	202,906	17,678	61,840	2,038,541	1950	400,123	6,220	193,615	①2,141,058
1933	122,818	6,536	59,056	2,108,839	1951	535,443	2,020	202,619	①2,475,803
1934	69,875	182,817	246,708	2,114,823	1952	796,835	12,026	168,919	①3,116,120
1935	111,398	106,955	163,877	2,169,299	1953	1,038,153	70,637	209,429	①4,015,481

①Net indebtedness at end of year: 1950—1,865,070,000; 1951—2,256,843,000; 1952—2,896,888,000; 1953—3,738,654,000.

SOURCE: U. S. Bureau of Public Roads, Table SB-202 and SB-2.

Taxes Take 24 Cents Out of Every Automobile Dollar

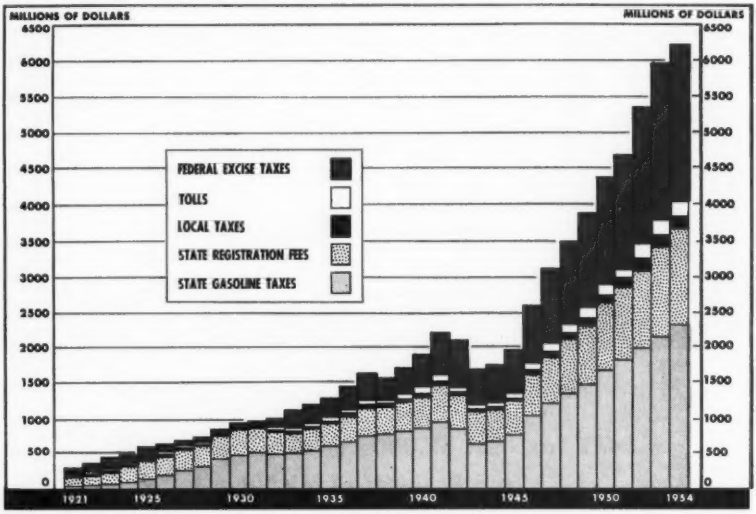


$479 Tax In A $2,000-Car Delivered In 1954 To a Resident of Michigan

	Total Taxes Per Car	Taxes Per Auto Sales Dollar, in Cents
1. Estimated taxes accrued on materials, parts and their transportation prior to receipt by automobile manufacturer	$113.72	5.69
2. Estimated income and other taxes paid by automobile manufacturer, exclusive of Federal excise tax	110.23	5.51
3. Federal excise taxes on car, including radio and heater	146.00	7.30
4. Dealer's property, income and other taxes	37.53	1.88
5. Michigan sales tax	57.85	2.89
6. License plate and title on car	12.75	0.64
7. Federal and state excise or sales tax on 5 gallons gas and 6 quarts oil	.42	0.02
Total taxes on new car, ready for use	**$478.50**	**23.93**

SOURCE: Estimated by Automobile Manufacturers Association.

1954 Special Motor Vehicle Taxes $6.2 Billion

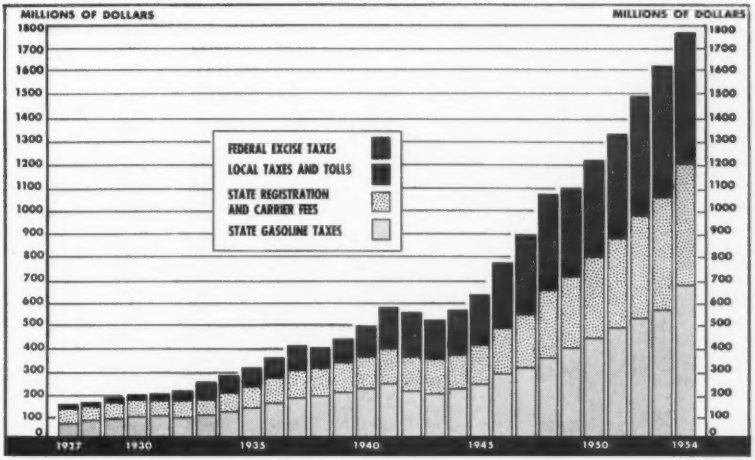


	State Gross Registration Receipts ① (000)	State Gasoline Tax Net ① (000)	Special City & County Taxes ② (000)	Bridge, Tunnel, Ferry, Road Tolls ② (000)	Sub-total of Preceding Columns (000)	Federal Excise Taxes ④ (000)	Total Special Taxes (000)
1925	$ 260,583	$ 148,358	$ 7,085	$ 36,000	$ 452,026	$ 145,302	$ 597,328
1926	288,236	187,603	8,051	42,000	525,890	96,432	622,322
1927	300,872	258,967	8,875	47,000	615,714	60,504	676,218
1928	322,577	305,234	9,738	52,000	689,549	28,222	717,771
1929	347,697	431,636	11,451	59,000	849,784	—0—	849,784
1930	355,580	494,683	12,470	62,000	924,733	—0—	924,733
1931	344,313	537,589	13,696	65,000	960,598	—0—	960,598
1932	325,104	514,139	15,570	60,000	914,813	75,356	990,169
1933	301,314	519,403	15,460	60,000	896,177	230,649	1,126,826
1934	316,754	566,642	16,714	64,000	964,110	235,743	1,199,853
1935	335,401	619,677	19,822	68,000	1,042,900	256,671	1,299,571
1936	374,920	691,420	22,025	73,000	1,161,365	297,142	1,458,507
1937	415,829	761,998	23,539	78,000	1,279,366	326,515	1,605,881
1938	405,246	771,764	26,490	78,700	1,282,200	267,959	1,550,159
1939	430,549	821,656	29,807	87,400	1,369,412	324,012	1,693,424
1940	457,091	870,136	33,260	96,100	1,456,587	416,394	1,872,981
1941	511,242	957,312	38,360	106,000	1,612,914	572,759	2,185,673
1942	470,864	844,855	37,637	87,000	1,440,356	626,055	2,066,411
1943	449,724	659,125	34,722	70,000	1,213,571	445,814	1,659,385
1944	445,620	680,950	32,878	72,000	1,231,448	486,097	1,717,545
1945	467,589	783,691	33,693	84,000	1,368,973	556,963	1,925,936
1946	551,318	1,064,681	42,822	113,000	1,771,821	798,406	2,570,227
1947	646,097	1,206,305	59,038	124,000	2,035,440	1,039,373	3,074,813
1948	755,183	1,350,028	79,597	134,000	2,318,808	1,154,370	3,473,178
1949	833,639	1,474,508	92,699	143,000	2,543,846	1,280,663	3,824,509
1950	948,333	1,667,229	107,328	157,000	2,879,890	1,479,471	4,359,361
1951	1,054,136	1,812,624	121,693	168,000	3,156,453	1,547,775	4,704,228
1952	1,133,507	1,967,831	146,918	200,000	3,448,256	1,866,972	5,315,228
1953	1,249,928	2,155,110	158,000	220,000	3,783,038	2,183,486	5,966,524
1954	1,334,140	2,305,759	160,000	232,000	4,031,899	2,203,618	6,235,517

These are special taxes on the motor vehicle users. Income and property taxes on motor vehicle, body, parts and tire factories, garages, dealers, repair shops, terminal and truck, taxicab and bus operating companies are not included.

① U. S. Bureau of Public Roads. Registration receipts include special motor carrier fees.
② Estimated from data compiled by the Board of Investigation and Research. Includes parking meter revenues.
③ Estimated by Automobile Manufacturers Association from various special surveys by the U. S. Bureau of Public Roads. Includes both private and public toll facilities.
④ Bureau of Internal Revenue and U. S. Bureau of Public Roads.

1954 Special Truck Taxes Total $1,771,000,000



Personal property taxes on trucks in operation, income and property taxes on garages, terminals, repair shops, and trucking companies are not included.

In Thousands of Dollars

	State Registration Fees ①	State Motor Carrier & Trailer Fees ②	State Gasoline Tax ③	Special City & County Taxes ④	Bridge, Tunnel, Ferry, Road Tolls ④	Sub-Total of Preceding Columns	Federal Excise Taxes ⑤	Total Special Taxes
1929....	$72,823	$ 1,607	$ 93,308	$1,477	$13,600	$182,815	—	$182,815
1930....	78,789	1,955	98,691	1,659	14,300	195,394	—	195,394
1931....	76,616	2,758	103,391	1,849	15,000	199,614	—	199,614
1932....	74,046	8,577	97,596	2,102	13,800	196,121	$18,732	214,853
1933....	68,659	11,683	103,076	2,103	13,800	199,321	50,263	249,584
1934....	78,988	12,195	116,827	2,290	14,700	225,000	49,986	274,986
1935....	84,186	15,524	135,014	2,775	15,600	253,099	56,609	309,708
1936....	95,047	19,233	156,118	3,128	16,800	290,326	67,182	357,508
1937....	104,790	21,791	180,095	3,366	17,900	327,942	74,619	402,561
1938....	101,885	22,088	184,932	3,788	18,100	330,793	66,096	396,889
1939....	107,968	24,582	205,009	4,292	21,000	362,851	78,394	441,245
1940....	111,891	26,504	223,581	4,756	24,000	390,732	101,953	492 685
1941....	124,815	31,450	241,714	5,409	26,500	429,888	142,878	572,766
1942....	117,849	32,799	216,298	5,307	21,700	393,953	161,752	555,705
1943....	116,136	34,422	206,672	5,104	17,500	379,834	138,325	518,159
1944....	118,358	36,427	219,890	4,932	18,000	397,607	163,213	560,820
1945....	129,326	39,884	242,966	5,323	21,000	438,499	186,501	625,000
1946....	160,911	43,333	284,003	7,237	28,250	523,734	242,285	766,019
1947....	197,801	50,928	305,023	10,273	31,000	595,025	294,274	889,299
1948....	235,315	58,960	349,871	14,168	33,500	691,814	362,207	1,054,021
1949....	251,298	60,662	379,951	16,130	35,750	743,791	318,460	1,062,251
1950....	283,110	68,924	429,986	18,246	39,250	839,516	345,322	1,184,838
1951....	312,379	77,868	490,920	20,638	42,000	943,805	370,924	1,314,729
1952....	346,095	97,830	514,442	23,000	50,000	1,031,367	431,626	1,462,993
1953....	388,003	107,884	635,857	26,000	55,000	1,212,744	483,307	1,696,051
1954....	408,456*	134,275*	666,966	30,000	58,000	1,297,697	473,786	1,771,483

* The data shown here for state registration fees and for state motor carrier and trailer fees may not be strictly comparable with previous years. The sum of the two amounts, however, is comparable with totals for previous years.

① Includes truck share of miscellaneous receipts. Based on data from U. S. Bureau of Public Roads.
② Estimated payments of motor carrier fees paid by buses have been deducted. Based on data from U. S. Bureau of Public Roads.
③ Estimated from data of U. S. Bureau of Public Roads and American Petroleum Institute.
④ Estimated by Automobile Manufacturers Association.
⑤ Estimated from data of U. S. Bureau of Internal Revenue.

1954 Federal Automotive Excise Taxes by States

In Thousands of Dollars	Automobiles	Trucks, Buses, & Trailers	Parts & Accessories	Tires and Tubes	Motor Fuel①	Lubricating Oil	Total Excise Taxes
Alabama	$ 11,559	$ 2,566	$ 2,225	$ 2,298	$ 14,021	$ 701	$ 33,370
Arizona	3,964	1,089	969	1,001	6,104	305	13,432
Arkansas	5,961	2,395	1,380	1,425	8,695	435	20,291
California	68,946	9,515	12,582	12,995	79,279	3,964	187,281
Colorado	7,295	1,538	1,488	1,536	9,373	469	21,699
Connecticut	13,669	1,114	1,966	2,031	12,387	619	31,786
Delaware	2,712	376	371	383	2,336	117	6,295
Florida	20,842	3,283	3,332	3,442	20,998	1,050	52,947
Georgia	15,609	3,659	2,996	3,094	18,876	944	45,178
Idaho	3,043	889	651	672	4,100	205	9,560
Illinois	63,161	5,559	7,346	7,587	46,287	2,314	132,254
Indiana	27,329	3,601	4,305	4,446	27,127	1,356	68,164
Iowa	15,625	2,723	2,553	2,636	16,084	804	40,425
Kansas	13,768	2,435	2,035	2,102	12,824	641	33,805
Kentucky	10,613	2,329	2,121	2,191	13,367	668	31,289
Louisiana	13,241	2,758	2,064	2,131	13,003	650	33,847
Maine	3,689	747	827	854	5,208	261	11,586
Maryland	13,818	1,470	2,069	2,137	13,039	652	33,185
Massachusetts	24,719	1,864	3,407	3,519	21,466	1,073	56,048
Michigan	59,564	5,173	6,438	6,649	40,564	2,028	120,416
Minnesota	18,505	2,562	2,779	2,870	17,510	875	45,101
Mississippi	7,453	2,704	1,581	1,633	9,964	498	23,833
Missouri	23,427	3,495	4,067	4,200	25,626	1,281	62,096
Montana	3,600	1,071	681	703	4,290	215	10,560
Nebraska	8,439	1,721	1,492	1,541	9,404	470	23,067
Nevada	1,277	321	350	361	2,202	110	4,621
New Hampshire	2,876	431	487	503	3,066	153	7,516
New Jersey	34,264	3,131	5,098	5,265	32,122	1,606	81,486
New Mexico	3,569	1,050	893	922	5,625	281	12,340
New York	76,286	6,151	9,411	9,719	59,295	2,965	163,827
North Carolina	15,379	3,292	3,379	3,490	21,294	1,065	47,899
North Dakota	3,434	777	540	558	3,406	170	8,885
Ohio	52,609	5,334	7,879	8,137	49,644	2,482	126,085
Oklahoma	12,119	2,775	2,174	2,245	13,695	685	33,693
Oregon	8,692	1,776	1,663	1,718	10,478	524	24,851
Pennsylvania	57,058	5,750	8,018	8,281	50,518	2,526	132,151
Rhode Island	4,310	364	654	675	4,120	206	10,329
South Carolina	7,461	1,462	1,676	1,731	10,558	528	23,416
South Dakota	3,515	730	665	687	4,190	210	9,997
Tennessee	14,466	2,716	2,608	2,694	16,436	822	39,742
Texas	55,423	10,718	9,064	9,361	57,110	2,856	144,532
Utah	3,071	659	694	717	4,373	219	9,733
Vermont	1,891	374	345	356	2,172	109	5,247
Virginia	18,076	2,584	3,036	3,136	19,130	956	46,918
Washington	10,082	1,856	2,294	2,369	14,454	723	31,778
West Virginia	6,209	1,061	1,287	1,329	8,112	406	18,404
Wisconsin	19,119	2,429	3,106	3,208	19,572	979	48,413
Wyoming	2,047	623	477	492	3,004	150	6,793
D. of Columbia	3,991	325	624	645	3,933	197	9,715
Continental U. S.	**$877,775**	**$123,325**	**$138,147**	**$142,675**	**$870,441**	**$43,523**	**$2,195,886**
Alaska	1,018	168	134	139	846	42	2,347
Hawaii	2,347	116	338	349	2,129	106	5,385
Total	**$881,140**	**$123,609**	**$138,619**	**$143,163**	**$873,416**	**$43,671**	**$2,203,618**

NOTE: Both highway-user portion of total taxes paid and distribution by states were estimated by Bureau of Public Roads, based on U. S. Bureau of Internal Revenue collections. Amounts paid on U. S. Government purchases, as estimated by Bureau of Public Roads, have been excluded.

① Includes $23,219,000 from tax on diesel fuel used on highways.

SOURCE: Estimated by U. S. Bureau of Public Roads, Tables E-7 and E-8.

1954 State Sales Taxes On Auto Products $445 Million

In Thousands of Dollars	New Passenger Cars	New Trucks	Used Cars & Trucks	Parts & Accessories	Tires & Tubes	Lubricating Oil	Gasoline ④	Total
Ala.	1,526	413	986	1,611	918	335③	—	5,789
Ariz.	1,109	369	707	446	259	197	—	3,087
Ark.	1,570	771	—	640	419	277	—	3,677
Calif.	29,400	4,831	16,369	10,032	5,246	3,585	—	69,463
Colo.	1,959	506	1,233	801	467	294	—	5,260
Conn.	5,283	526	3,075	1,536	790	584	—	11,794
Dela.	49	8	15	11	7	5	40	135
Fla.	—	—	—	2,478	1,321	1,045	—	4,844
Ga.	6,157	1,747	4,038	1,995	1,142	629	7,380	23,088
Ill.	15,941	1,721	9,342	—	1,830	1,427	11,012	41,273
Ind.	1,744	281	1,075	494	271	214	1,660	5,739
Iowa	4,061	868	2,556	1,342	748	501	3,668	13,744
Kan.	2,405	521	1,501	1,176	699	413	—	6,715
La.	3,515	895	①	1,025	593	417	—	6,445
Maine	963	240	618	359	208	164	—	2,552
Md.	③	②	③	1,022	544	411	—	1,977
Mich.	22,616	2,397	13,469	5,013	2,572	1,893	15,047	63,007
Miss.	1,969	873	1,426	686	439	311	2,484	8,188
Mo.	6,084	1,109	3,747	1,683	962	805	—	14,390
M. Mex.	485	173	323	363	221	177	—	1,742
N. Y. City ⑥	9,597	750	5,511	2,585	1,303	680	5,589	26,015
N. Car.	1,455	332	2,519	2,296	1,289	1,028	—	8,919
N. Dak.	913	255	588	352	230	107	—	2,445
Ohio	20,055	2,484	12,065	5,810	2,965	2,347	—	45,726
Okla.	3,221	904	2,080	1,131	686	437	—	8,459
Penn.	7,366	911	4,359	2,085	1,105	827	—	16,653
R. I.	1,114	115	648	348	180	131	—	2,536
S. Car.	1,882	393	1,890	1,267	691	529	—	6,652
S. Dak.	443	239	592	369	227	136	—	2,006
Tenn.	3,771	867	2,395	1,312	740	517	—	9,602
Utah	847	223	521	260	202	159	—	2,212
Va.	469	82	287	135	75	60	438	1,546
Wash.	4,729	1,037	2,746	2,101	1,146	775	—	12,534
W. Va.	399③	83②	253③	753	438	322	539	2,787
Wyo.	549	205	374	198	126	96	—	1,548
D. of C.	1,033	103	598	230	113	122	—	2,199
Total	**164,679**	**27,232**	**97,906**	**53,945**	**31,172**	**21,957**	**47,857**	**444,748**

① Used motor vehicles are exempt from payment of sales tax.
② Kentucky and Texas have no sales tax, but impose special taxes on motor vehicles at time of issuance of certificate of title. Maryland and West Virginia exempt motor vehicles from state sales tax, but impose an excise or privilege tax on motor vehicles when issuing certificate of title. These special titling taxes similar to sales taxes are omitted from the above table, but are included in table on state motor vehicle fees and gasoline taxes. West Virginia motor vehicle sales are also subject to ½ of 1% business and occupational tax, estimates for which are included in this table.
③ Lubricating oil is exempt from sales tax in Alabama but there is a special excise tax on lubricating oil of 2 cents per gallon, included in this table.
④ Gasolines exempt from general sales tax in most states.
⑥ There is no state sales tax in New York. However, New York City levies a 3% sales tax. Since this amounts to a very sizable sum, New York City sales tax receipts have been estimated here for the various automotive categories.
NOTE: No attempt has been made to estimate sales taxes on other automotive products and services such as repairs, second hand parts, garaging, lubricants other than oil, etc.
SOURCE: Estimated by Automobile Manufacturers Association.

$2,203,618,000 in Federal Excise Taxes Paid by Motorists, 1954

	Gasoline ①	Oil ①	Tires & Tubes ②	Automobiles & Motorcycles ②	Trucks ②	Parts & Accessories ②	Total
1944	236,587,219	24,644,502	47,731,020	1,559,803	10,120,187	37,400,000	486,097,168*
1945	275,745,139	26,719,490	64,824,856	4,664,981	11,806,899	48,700,000	556,562,648*
1946	369,346,000	34,199,000	158,723,886	111,658,900	42,517,572	81,111,431	798,405,301*
1947	400,031,000	35,090,000	170,061,000	244,332,000	74,969,000	114,888,000	1,039,373,000*
1948	431,778,000	35,982,000	155,182,000	274,728,000	132,764,000	123,936,000	1,154,370,000
1949	459,856,000	38,321,000	129,991,000	448,193,000	110,238,000	94,064,000	1,280,663,000
1950	509,466,000	42,163,000	164,350,000	562,029,000	113,237,000	88,226,000	1,479,471,000
1951	552,316,000	45,108,000	146,136,000	577,884,000	105,967,000	120,364,000	1,547,775,000
1952	800,755,000	48,045,000	134,429,000	601,092,000	108,400,000	174,251,000	1,866,972,000
1953†	776,144,000	45,625,000	148,218,000	905,250,000	163,295,000	144,954,000	2,183,486,000
1954	873,416,000	43,671,000	143,163,000	881,140,000	123,609,000	138,619,000	2,203,618,000

* Includes Federal motor vehicle use tax; 1944—128,054,437; 1945—124,501,283; 1946—848,532; 1947—2,000.
† Totals for 1953 are not comparable with totals for prior years. Reports and payments to the Bureau of Internal Revenue were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than the accrued tax liability, since a large portion of October-December excise taxes were collected in 1954.
① Highway Users' Share; also includes tax paid on highway diesel fuel in following amounts: 1951—$180,000; 1952—$14,683,000; 1953—$15,733,000; 1954—$23,219,000.
② Estimated amounts paid on U. S. Government purchases are excluded.
SOURCE: U. S. Bureau of Public Roads.

10 States Used 10% or More of 1953 Highway Revenues For Non-Highway Purposes

	Amounts Diverted*	Percent of Total Motor Taxes		Amounts Diverted*	Percent of Total Motor Taxes
Arkansas	$ 1,324,000	3.4	North Carolina	$ 2,829,000	2.7
California	67,746,000	19.0	Oklahoma	10,842,000	15.1
Colorado	68,000	.2	Oregon	722,000	1.3
Delaware	2,657,000	32.2	Rhode Island	4,908,000	37.4
Florida	29,173,000	27.8	South Carolina	1,136,000	2.4
Illinois	1,524,000	.8	Tennessee	3,562,000	4.5
Indiana	1,044,000	1.3	Texas	30,445,000	15.4
Kansas	160,000	.3	Vermont	16,000	.1
Massachusetts	983,000	1.3	Virginia	306,000	.4
Minnesota	160,000	.2	Washington	10,461,000	14.0
Nebraska	77,000	.2	Wisconsin	5,360,000	7.7
New Jersey	26,521,000	28.6	D. of C.	1,473,000	9.9
New Mexico	787,000	3.2			
New York	89,792,000	42.0	U. S. Total	$294,076,000	8.6

* Gross non-highway allocations of highway user revenue were offset against appropriations for highways out of state general fund in California, Connecticut, Illinois, Iowa, Louisiana, Michigan, Minnesota, Mississippi, Montana, New Mexico, Oklahoma, South Carolina, South Dakota, Tennessee, Texas, and Washington. In Delaware, Nebraska, New Jersey, New York, and Rhode Island, highway-user revenues were placed in the state general fund where they were made available for highways and other purposes. In these states highway user revenues exceeded general fund distributions for highways in 1953 and the amount of the excess is shown here.

SOURCE: Based on U. S. Bureau of Public Roads reports (Table DF).

$294,000,000 in Highway Revenues Spent for Non-Highway Purposes

Year	Amount (000)	% of Road Revenues	Year	Amount (000)	% of Road Revenues	Year	Amount (000)	% of Road Revenues
1924	$ 10,728	3.5%	1935	$147,143	15.4%	1946	$ 94,578	5.9%
1925	7,179	1.8	1936	169,278	15.9	1947	170,518	9.2
1926	6,903	1.5	1937	163,008	13.8	1948	189,370	9.0
1927	8,793	1.5	1938	157,449	13.4	1949	166,111	7.2
1928	12,046	1.9	1939	181,575	14.5	1950	217,038	8.3
1929	14,697	1.9	1940	196,491	14.8	1951	266,771	9.3
1930	20,160	2.3	1941	214,923	14.6	1952	202,800	6.5
1931	23,600	2.7	1942	204,117	15.5	1953	294,076	8.6
1932	76,747	9.1	1943	155,389	14.0			
1933	91,577	11.2	1944	138,437	12.3	Total		$3,823,470
1934	122,150	13.8	1945	99,815	8.0			

25 States Have Anti-Diversion Amendments

States which have amended their constitutions so as to dedicate state motor vehicle and gasoline taxes for highway purposes are:

	Year Adopted		Year Adopted		Year Adopted
Alabama	1952	Kentucky	1945	North Dakota	1940
Arizona	1952	Maine	1944	Ohio	1947
California	1938	Massachusetts	1948	Oregon	1942
Colorado	1934	Michigan	1938	Pennsylvania	1945
Georgia	1952	Minnesota	1920	South Dakota	1940
Idaho	1940	Missouri	1928	Texas	1946
Iowa	1942	Nevada	1940	Washington	1944
Kansas	1928	New Hampshire	1938	West Virginia	1942
				Wyoming	1954

State Motor Vehicle Fees and Gasoline Taxes

State	Registration Fees Including Special Motor Carrier Taxes 1941 (000)	1953 (000)	1954 (000)	Gasoline Taxes 1941 (000)	1953 (000)	1954 (000)	Gasoline Tax Rate Per Gal. 9/6/55
Ala.	$ 6,853	$10,713	$ 8,713	$18,401	$43,162	$45,070	7¢
Ariz.	1,577	7,041	7,415	5,362	15,502	15,719	5¢
Ark.	3,939	10,459	10,870	13,219	28,645	30,187	6.5¢
Cal.	35,815	158,493	186,751	58,094	198,938	243,226	6¢
Colo.	3,812	9,686	10,342	8,833	26,467	27,774	6¢
Conn.	8,586	13,758	14,420	11,804	23,771	24,865	6¢
Del.	1,456	2,569	3,592	2,504	5,676	5,845	5¢
Fla.	9,890	31,652	34,241	30,397	73,413	78,950	7¢
Ga.	3,061	6,581	7,060	26,086	56,017	58,283	6.5¢
Idaho	1,615	5,247	5,231	5,218	11,885	12,609	6¢
Ill.	26,567	68,413	70,985	45,261	112,327	114,504	5¢
Ind.	13,040	28,974	31,376	29,244	53,094	55,539	4¢
Iowa	14,646	35,929	38,210	15,400	35,958	40,976	6¢
Kansas	6,372	17,139	16,592	11,389	31,133	32,148	5¢
Ky.	6,517	17,263	16,809	16,180	45,999	46,728	7¢
La.	3,635	9,906	10,684	21,562	43,620	46,761	7¢
Maine	4,456	7,442	7,590	6,654	15,192	16,130	7¢
Md.	7,830	23,075	23,165	13,070	34,538	39,419	6¢
Mass.	8,043	21,845	16,744	22,536	52,425	53,774	5¢
Mich.	27,787	56,485	58,509	35,504	87,160	89,540	6¢
Minn.	19,577	28,536	30,334	19,055	41,543	43,798	5¢
Miss.	3,672	8,745	9,084	13,753	33,959	35,712	7¢
Mo.	12,655	26,677	27,144	14,451	36,639	37,346	3¢
Mont.	1,863	5,936	6,505	5,471	13,685	13,345	7¢
Neb.	3,227	8,842	9,690	12,357	25,753	28,935	6¢
Nev.	722	2,581	2,724	1,708	4,996	5,227	6¢
N. H.	3,295	5,139	5,825	3,716	7,343	7,700	5¢
N. J.	24,453	49,939	53,763	26,306	42,730	53,613	4¢
N. M.	2,485	7,833	7,986	5,102	16,662	16,914	6¢
N. Y.	54,004	110,489	119,105	74,520	112,778	118,424	4¢①
N. C.	10,361	26,952	27,199	31,931	78,018	79,999	7¢
N. D.	2,071	7,358	7,189	3,625	7,917	8,525	6¢
Ohio	34,106	69,283	82,423	58,113	109,400	123,232	5¢
Okla.	7,115	26,050	27,575	18,976	45,713	46,908	6.5¢
Ore.	6,080	22,897	23,826	13,011	30,588	30,669	6¢
Pa.	41,333	68,460	66,703	64,872	122,535	137,451	5¢
R. I.	3,438	5,468	6,076	4,275	7,651	8,333	4¢
S. C.	3,045	7,633	7,569	16,060	40,118	40,403	7¢
S. D.	2,348	6,925	8,948	4,617	10,761	10,875	5¢
Tenn.	7,198	17,263	15,967	25,399	61,707	61,483	7¢
Texas	26,848	85,096	88,560	52,768	112,078	115,251	5¢
Utah	1,335	3,760	3,964	4,370	12,069	12,537	5¢
Vt.	2,750	5,169	5,261	2,930	5,625	5,600	5.5¢
Va.	8,854	18,291	19,276	22,896	56,008	57,602	6¢
Wash.	5,653	26,766	31,372	19,334	47,737	48,779	6.5¢
W. Va.	7,320	16,345	16,560	11,559	19,831	20,791	6¢
Wisc.	16,703	30,810	35,115	22,926	38,375	39,364	6¢
Wyo.	981	3,463	3,774	3,014	7,950	8,113	5¢
D. of C.	2,253	4,912	5,324	3,479	10,019	10,783	6¢
Total	**$511,242**	**$1,249,928**	**$1,334,140**	**$957,312**	**$2,155,110**	**$2,305,759**	

① On January 1, 1956, the rate will be increased to 6¢ per gallon.

SOURCE: U. S. Bureau of Public Roads.

Special Motor User Taxes Contribute 30% of Total State Tax Revenues

In Thousands of Dollars	Total State Tax Revenue, Other Than Unemployment Comp. Tax	State Tax on Motor Vehicle Fuels	State License Tax on Motor Vehicles	State License Tax on Vehicle Operators	Total Motor Vehicle Fuel and License Taxes	% Motor Vehicle to Total State Taxes
Alabama	$159,890	$42,837	$ 3,495	$ 188	$46,520	29.1
Arizona	77,926	15,538	5,020	298	20,856	26.8
Arkansas	105,737	29,399	9,945	688	40,032	37.9
California	1,242,401	230,508	85,977	5,782	322,267	25.9
Colorado	113,043	27,048	8,273	299	35,620	31.5
Connecticut	165,302	24,362	10,206	3,171	37,739	22.8
Delaware	41,985	5,756	2,679	293	8,728	20.8
Florida	267,766	74,673	31,236	1,760	107,669	40.2
Georgia	224,666	57,332	6,906	129	64,367	26.3
Idaho	37,593	12,173	5,388	235	17,796	47.3
Illinois	545,844	116,288	70,844	1,576	188,708	34.6
Indiana	285,928	53,389	29,415	①	82,804	29.0
Iowa	187,972	41,004	36,059	1,242	78,305	41.7
Kansas	140,050	31,410	16,273	1,306	48,989	35.0
Kentucky	138,128	46,206	9,110	828	56,144	36.3
Louisiana	294,710	45,278	9,062	1,161	55,501	18.8
Maine	56,403	15,515	6,653	744	22,912	40.6
Maryland	181,304	38,085	17,973	469	56,527	31.8
Massachusetts	328,446	53,743	14,023	5,806	73,572	22.4
Michigan	616,365	88,913	56,002	1,798	146,713	23.8
Minnesota	246,467	42,649	28,706	550	71,905	29.2
Mississippi	119,881	35,281	3,771	475	39,527	33.0
Missouri	224,370	37,921	28,371	1,081	67,373	30.0
Montana	39,351	13,326	2,379	275	15,980	40.6
Nebraska	65,190	28,295	3,372	1,323	32,990	50.6
Nevada	17,848	6,388	2,602	82	9,072	50.8
New Hampshire	29,134	7,606	4,626	803	13,035	44.7
New Jersey	204,863	44,357	47,144	7,100	98,601	48.1
New Mexico	74,049	16,779	6,310	424	23,513	31.8
New York	1,134,307	110,740	105,135	5,514	221,389	19.5
North Carolina	294,771	75,853	22,499	956	99,308	33.7
North Dakota	43,597	7,561	6,793	568	14,922	34.2
Ohio	545,533	117,971	71,118	1,216	190,305	34.9
Oklahoma	203,644	46,560	25,252	1,781	73,593	36.1
Oregon	126,634	30,631	22,074	690	53,395	42.2
Pennsylvania	616,941	132,836	56,707	5,880	195,423	31.7
Rhode Island	57,004	7,988	4,915	755	13,658	24.0
South Carolina	157,019	39,495	5,633	814	45,942	29.3
South Dakota	38,771	10,661	4,617	—	15,278	39.4
Tennessee	194,685	56,072	14,378	2,019	72,469	37.2
Texas	470,340	109,839	40,448	2,944	153,231	32.6
Utah	56,707	12,703	3,803	141	16,647	29.4
Vermont	27,112	5,601	4,856	407	10,864	40.1
Virginia	196,038	56,724	16,467	412	73,603	37.5
Washington	273,899	47,966	14,112	2,023	64,101	23.4
West Virginia	128,204	20,460	12,533	370	33,363	26.0
Wisconsin	261,271	38,544	33,562	520	72,626	27.8
Wyoming	29,845	7,833	3,993	105	11,931	40.0
Total	**$11,088,934**	**$2,218,097**	**$1,030,715**	**$ 67,001**	**$3,315,813**	**29.9**

NOTE: Data are for 1954 fiscal year; total state taxes exclude unemployment taxes and insurance trust revenues for employe retirement. Motor-user taxes do not include general sales taxes paid on motor vehicles, parts, fuels, etc.

SOURCE: Based on data from Governments Division, U. S. Bureau of the Census.

45,704 Car and Truck Dealers in United States

	Wholesalers	Car and Truck Dealers	Passenger Car Dealers	① Truck Dealers	Independent Repair Shops	All ② Retail Outlets
Alabama	156	597	552	429	723	1,320
Arizona	84	230	213	166	707	937
Arkansas	149	551	513	410	644	1,195
California	895	2,198	2,036	1,383	7,632	9,830
Colorado	105	480	460	328	942	1,422
Connecticut	110	577	526	330	1,148	1,725
Delaware	21	105	97	66	285	390
Florida	225	706	652	427	2,111	2,817
Georgia	192	844	787	566	1,084	1,928
Idaho	74	372	335	279	464	836
Illinois	505	2,666	2,404	1,610	4,345	7,011
Indiana	259	1,411	1,303	898	2,052	3,463
Iowa	234	1,483	1,364	1,021	1,541	3,024
Kansas	172	1,114	1,019	755	1,095	2,209
Kentucky	169	797	753	556	883	1,680
Louisiana	136	573	533	404	548	1,121
Maine	54	373	349	268	588	961
Maryland	105	303	440	273	1,064	1,367
Massachusetts	215	1,357	1,103	653	1,783	3,140
Michigan	336	1,764	1,674	1,031	3,439	5,203
Minnesota	174	1,587	1,480	1,013	1,929	3,516
Mississippi	115	648	597	442	324	972
Missouri	272	1,244	1,157	818	1,762	3,006
Montana	64	461	404	361	453	914
Nebraska	128	801	740	579	914	1,715
Nevada	22	107	98	77	162	269
New Hampshire	27	247	237	162	312	559
New Jersey	243	1,169	1,079	628	3,178	4,347
New Mexico	78	242	224	178	555	797
New York	553	2,888	2,678	1,692	7,567	10,455
North Carolina	236	1,031	966	644	1,304	2,335
North Dakota	55	563	503	435	375	938
Ohio	466	2,290	2,149	1,365	3,721	6,011
Oklahoma	224	902	843	616	1,058	1,960
Oregon	181	540	504	374	1,261	1,801
Pennsylvania	582	3,106	2,893	1,761	6,800	9,906
Rhode Island	40	200	192	107	555	755
South Carolina	99	464	444	307	546	1,010
South Dakota	55	531	478	405	429	960
Tennessee	180	748	698	484	1,006	1,754
Texas	611	2,643	2,428	1,705	3,905	6,548
Utah	81	244	221	174	546	790
Vermont	24	191	183	124	256	447
Virginia	154	969	914	589	1,186	2,155
Washington	222	757	699	506	1,998	2,755
West Virginia	109	593	555	387	743	1,336
Wisconsin	196	1,721	1,567	1,192	1,588	3,309
Wyoming	36	230	216	162	126	356
D. of C.	23	86	80	49	244	330
Total—1955	**9,446**	**45,704**	**42,340**	**29,189**	**77,881**	**123,585**
Total—1954	**9,230**	**47,468**	**44,403**	**31,005**	**74,570**	**122,038**
Total—1941	**6,575**	**41,790**	**39,833**	**24,992**	**49,208**	**95,296**

① Includes dealers handling passenger cars.

② "All Retail Outlets" include passenger car and truck dealers, independent repair shops, super service stations and wrecking and body establishments.

SOURCE: Chilton Publishing Company, number of dealers as of January, 1955.

9,800,000 Employed in Highway Transport Industries

One Out of Every Seven Employed in United States

	Motor Vehicle Parts, & Tire Mfg. ①	Crude & Refined Petroleum ①	Sales & Servicing ②	Federal, State, County, & Local Roads ③	Truck Drivers & Other Employes ④	Bus Employes (Common Carrier) ⑤	Taxi Employment ⑥	Total
Ala.	5,766	244	30,034	12,452	97,306	2,124	1,695	149,621
Ariz.	—	—	10,678	3,875	61,491	624	295	76,963
Ark.	273	2,810	21,195	5,401	77,156	1,222	594	108,651
Cal.	37,007	38,314	157,328	30,795	547,406	13,497	9,686	834,033
Colo.	674	1,968	23,299	6,117	85,185	1,053	678	118,974
Conn.	1,864	44	25,348	7,943	74,160	3,084	1,182	113,625
Del.	3,184	11	4,302	1,355	18,985	230	246	28,313
Fla.	256	72	39,354	12,302	148,259	3,349	2,846	206,438
Ga.	8,993	134	43,114	13,189	122,919	2,243	1,046	191,638
Idaho	84	17	9,658	3,331	42,726	330	234	56,400
Ill.	19,259	14,331	99,527	21,177	226,927	9,726	9,267	400,214
Ind.	62,053	11,532	55,025	10,939	173,002	3,340	2,884	318,775
Iowa	1,229	62	42,512	11,587	102,968	1,430	1,310	161,098
Kansas	12,997	9,667	34,211	11,544	110,034	1,520	861	180,834
Ky.	3,552	2,619	27,049	9,573	106,683	3,690	2,509	155,675
La.	269	25,554	28,483	11,451	109,301	3,116	1,340	179,714
Maine	24	—	11,811	6,259	36,360	729	616	55,799
Md.	4,652	1,667	26,696	7,220	80,408	3,075	5,296	129,014
Mass.	13,322	697	50,239	17,741	130,504	6,655	7,070	226,228
Mich.	442,660	2,767	89,516	23,068	221,870	7,573	7,430	794,884
Minn.	3,274	380	44,724	16,096	117,136	4,167	2,222	187,999
Miss.	1,147	1,309	20,443	13,142	82,114	801	545	119,501
Mo.	14,222	1,274	60,934	12,068	153,894	4,956	2,872	250,220
Mont.	16	2,248	9,989	3,597	45,183	425	309	61,767
Neb.	475	500	23,018	5,469	67,194	2,391	1,095	100,142
Nev.	—	56	3,065	1,531	19,080	168	187	24,087
N. H.	—	—	6,607	3,650	25,027	468	394	36,146
N. J.	13,522	11,432	54,223	12,433	175,465	11,440	2,864	281,379
N. M.	116	3,555	9,699	3,509	49,295	484	380	67,038
N. Y.	40,350	9,780	138,826	42,176	329,246	19,754	25,592	605,724
N. C.	1,131	—	48,824	13,635	141,410	4,544	2,507	212,051
N. D.	—	576	10,660	3,455	22,493	223	230	37,637
Ohio	117,436	7,063	103,291	26,689	256,381	10,448	7,468	528,776
Okla.	1,254	25,736	35,561	9,195	132,360	1,636	1,072	206,814
Ore.	686	9	26,011	8,188	93,845	1,305	882	130,926
Pa.	21,897	23,814	123,596	36,908	357,105	12,305	9,767	585,392
R. I.	778	612	8,903	2,565	28,120	1,202	861	43,041
S. C.	—	—	22,511	7,958	75,106	700	646	106,921
S. D.	—	—	10,744	3,775	30,861	363	214	45,957
Tenn.	7,867	135	35,810	11,192	120,277	3,241	2,485	181,007
Texas	7,208	83,481	122,160	31,008	462,026	8,063	6,119	720,065
Utah	—	1,583	10,505	2,794	33,202	733	502	49,319
Vt.	—	—	5,546	2,730	14,192	333	221	23,022
Va.	1,743	28	37,955	14,447	115,271	4,629	3,746	177,819
Wash.	1,578	148	35,785	8,668	114,471	3,348	2,000	165,998
W. Va.	713	1,961	19,862	6,251	66,830	2,632	1,323	99,572
Wisc.	22,890	213	44,017	18,618	114,270	2,643	2,554	205,205
Wyo.	—	5,494	5,921	1,892	28,836	144	294	42,581
D. of C.	—	—	10,145	2,142	16,322	2,280	313	31,202
Total	**893,995** ⑦	**293,897**	**1,918,714**	**553,100**	**5,860,662**	**174,456**	**136,949**	**9,831,773**

① Estimated by Automobile Manufacturers Association from BLS-BES and Social Security employment figures.

② 1948 Census of Business.

③ Combined total of U. S. Dept. of Commerce estimates on 1954 local highway employment and BPR estimates on Federal and state highway employment for calendar year 1953.

④ Estimated by assuming .8 driver per non-farm truck. Includes employes other than drivers of trucking companies.

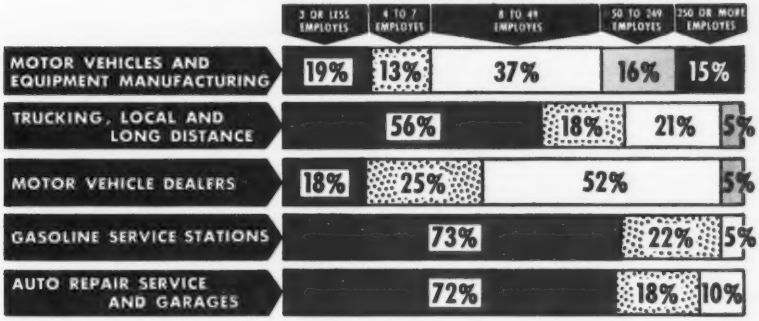
⑤ "Bus Transportation" estimates of employment in common carrier bus industry distributed by states on basis of number of common carrier buses in each state.

⑥ First quarter 1953 Social Security data.

⑦ Includes 17,574 tire manufacturing employes for whom no state distribution is available.

NOTE: Table above does not include persons engaged in manufacturing batteries, automobile stampings and electrical equipment, raw materials, and in insurance and financing services—estimated at 600,000 additional employes.

Most Automotive Concerns Are Small



85% of 2310 Automotive Vehicle and Parts Manufacturers Each Employ Under 250 Workers

Number of Concerns and Employment in Automotive Establishments, First Quarter, 1953, Continental United States (Does Not Include All Automotive Businesses)

Industry Groups	Number of Employes, (Mid-March)	Number of Reporting Firms, by Employe-Size Class: Less Than 8	8 to 49	50 to 249	250 & Over	Total
Manufacturing						
Motor Vehicles and Equipment	890,223	737	841	374	358	2,310
Public Utilities						
Trucking, Local and Long Distance	519,775	30,745	8,851	2,063	180	41,839
Highway Transportation (N.E.C.)①	206,603	9,592	3,487	541	98	13,718
Taxicabs①	136,949	6,725	2,503	313	56	9,597
Retail Trade						
Auto Dealers and Service Stations②	1,125,039	141,049	31,587	2,424	40	175,100
Motor Vehicles, New	631,569	18,011	21,930	2,037	7	41,985
Motor Vehicles, Used	36,211	8,883	893	20	—	9,796
Tires, Batteries and Accessories	94,818	10,646	2,771	165	13	13,595
Gasoline Service Stations	347,899	101,147	5,581	181	19	106,928
Services						
Auto Repair Service and Garages③	181,104	42,512	4,492	177	3	47,184
Automobile Repair③	111,724	32,379	2,474	52	2	34,907
Total of Above Industry Groups*	**2,922,744**	**224,635**	**49,258**	**5,579**	**679**	**280,151**

①"Highway Transportation, Not Elsewhere Classified" includes "Taxicabs". Also includes operation of bus lines (other than local bus lines), school, sightseeing and chartered buses, ambulances, and terminal facilities for motor vehicle passenger transportation.

②"Auto Dealers and Service Stations" includes groups listed below, and also retail dealers selling new and used passenger automobile trailers, airplanes, motorcycles, and motor boats.

③"Auto Repair Service and Garages" includes "Automobile Repair", and also automobile rentals (without driver), automobile storage and parking, washing and polishing, and other automobile services. "Automobile Repair" includes general automobile repairs, and also such specialized services as top and body repair, battery renting and charging and ignition system service, radiator repair, tire repair, painting and refinishing, glass replacement, etc.

*Incomplete. Many automotive establishments are not included. For example, wholesale automotive establishments, local bus lines, petroleum refiners, etc., are excluded. See also "Note" below.

NOTE: Self-employed persons are excluded. This reduces number of employes, payrolls, and reporting units, particularly in cases of certain types of enterprises where a significant number are "one-man" operations, such as gasoline service stations, automobile repair, taxicabs, etc.

SOURCE: "1953 County Business Patterns", U. S. Department of Commerce and U. S. Department of Health, Education, and Welfare.

20% of Public High Schools Provide Driver Education

Public High School Systems Providing Programs of Driver Education, 1952-3

	Number of Public High Schools	Public High Schools Reporting Driver Education Programs: Number	Percent		Number of Public High Schools	Public High Schools Reporting Driver Education Programs: Number	Percent
New England	1,007	292	29.0%	Southwest	2,888	432	15.0
Middle Atlantic	2,965	920	31.0	Northwest	2,746	499	18.2
Southeast	6,648	512	7.7	Far West	1,266	374	29.5
Middle	6,226	1,630	26.2	Total	23,746	4,659	19.6%

SOURCE: Research Bulletin, April 1954, National Education Association.

Auto Factory Payrolls Total $3 Billion

Employment, Hours and Earnings in Automotive Manufacturing Plants

Includes Body and Parts and Accessories Factories

	All Employees	PRODUCTION WORKERS				
		Average Employment	Total Payrolls (000)	Average Weekly Earnings	Average Weekly Hours	Average Hourly Earnings
1899	2,500	2,200	$ 1,321	$11.34	—	—
1904	13,200	12,000	7,159	11.43	—	—
1909	85,000	75,700	48,694	12.37	—	—
1914	145,200	127,100	101,927	15.42	—	—
1919	394,000	343,000	491,121	27.53	—	—
1929	—	471,000	787,314	32.15①	46.8	—
1933②	—	257,000	270,015	20.96②	35.2②	.593②
1939	466,000	402,000	650,672	32.85	35.9	.915
1940	532,000	465,000	864,677	35.76	38.2	.936
1941	654,000	571,000	1,239,641	41.75	40.3	1.036
1944	793,000	663,000	2,030,292	58.89	46.3	1.272
1945	663,000	538,000	1,476,853	52.79	42.0	1.257
1946	662,000	544,000	1,431,656	50.61	37.8	1.339
1947	776,200	648,800	1,938,225	57.45	39.0	1.473
1948	789,300	654,600	2,106,000	61.86	38.4	1.611
1949	759,600	635,300	2,179,000	65.97	38.9	1.696
1950	825,200	701,600	2,672,000	73.25	41.2	1.778
1951	844,500	707,900	2,777,000	75.45	39.5	1.912
1952	790,200	644,400	2,775,000	82.82	40.6	2.04
1953	928,900	767,100	3,508,000	87.95	41.1	2.14
1954	780,600	628,400	2,919,000	89.32	40.6	2.20

① Calculated from production-worker employment and total payrolls.
② Hours and earnings data prior to 1934 not strictly comparable with data for later years.

SOURCE: 1899 to 1927 from U. S. Census of Mfrs.; 1929 to date from Bureau of Labor Statistics. Total payrolls estimated by A.M.A. from Bureau of Labor Statistics data.

Half of Emergency Road Service Calls is for Tire and Battery Trouble

	NUMBER OF BREAKDOWNS						PERCENT OF TOTAL					
	1949 (000)	1950 (000)	1951 (000)	1952 (000)	1953 (000)	1954 (000)	1949	1950	1951	1952	1953	1954
Tire	8,119	10,054	10,443	11,015	9,523	11,613	23.2	22.8	21.4	26.0	23.0	25.3
Battery	7,859	10,830	10,266	10,837	9,196	11,305	22.4	24.6	21.0	25.6	22.2	24.6
Ignition	3,315	3,918	6,468	5,033	5,662	5,825	9.5	8.9	13.2	11.9	13.7	13.7
Tow	3,714	4,081	5,226	4,308	3,584	3,145	10.6	9.3	10.7	10.2	8.7	6.8
Stuck	1,433	2,210	3,877	3,023	2,305	2,381	4.1	5.0	7.9	7.1	5.6	5.2
Wrecker	1,734	1,862	2,127	1,399	2,268	1,834	4.9	4.2	4.4	3.3	5.5	4.0
Starter	844	1,006	2,312	1,124	1,995	1,802	2.4	2.3	4.7	2.7	4.8	3.9
Out of Gas	1,265	1,522	1,393	1,272	1,142	1,756	3.6	3.4	2.9	3.0	2.8	3.8
Carburetor	2,018	2,523	1,608	538	989	1,172	5.8	5.7	3.3	1.3	2.4	2.6
Lock and Key	578	722	733	424	803	717	1.6	1.8	1.5	1.0	1.9	1.6
Gas Line	512	609	596	534	522	533	1.5	1.4	1.2	1.3	1.3	1.2
Brakes	536	701	763	920	493	515	1.5	1.6	1.6	2.2	1.2	1.1
Lights	382	476	440	492	406	487	1.1	1.1	.9	1.2	1.0	1.1
All Others	2,730	3,551	2,635	1,479	2,500	2,887	7.8	8.1	5.4	3.5	6.0	6.3
Total	**35,039**	**44,115**	**48,887**	**42,398**	**41,388**	**45,972**	**100**	**100**	**100**	**100**	**100**	**100**

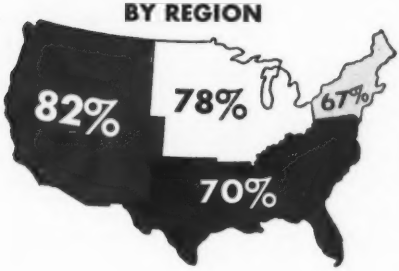
Estimates are for All Passenger Cars in Use in U. S., based on reports of garages under contract to render emergency road service to members of the American Automobile Association.

SOURCE: American Automobile Association.

Western States Have Highest Car Ownership Rate

Percent of Families Owning Cars

BY REGION



BY CITY SIZE

500,000 OR MORE	57%
100,000 TO 500,000	74%
10,000 TO 100,000	73%
UNDER 10,000	80%
FARM	78%

12% of Car Owners in U. S. Have More Than One Car

Percent of Car-Owning Families with More Than One Car

By Income Group	Percent	By Region	Percent
$7,000 or More	27	East	11
$5,000 to $7,000	14	Central	12
$4,000 to $5,000	10	South	11
$3,000 to $4,000	7	West	16
Under $3,000	7	Total U. S.	12

Trends in Car Ownership and Multi-Car Ownership

	ALL FAMILIES				CAR OWNING FAMILIES				
Date of Survey	Own 1 or More Cars	Own Only 1 Car	Own More Than 1 Car	Do Not Own A Car	Own More Than 1 Car	Own 2 Cars	Own 3 Cars	Own More Than 3 Cars	Own Only 1 Car
1948	68.3%	65.1%	3.2%	31.7%	4.8%	*	*	*	95.2%
1949	71.3	66.9	4.4	28.7	6.2	*	*	*	93.8
1950	73.1	65.0	8.1	26.9	11.1	10.0%	0.9%	0.2%	88.9
1951	73.4	64.6	8.8	26.6	12.0	11.1	0.8	0.1	88.0
1952	74.0	66.0	8.0	26.0	11.1	10.6	0.4	0.1	88.9
1953	73.0	64.0	9.0	27.0	11.9	10.9	0.9	0.1	88.1
1954	72.9	64.1	8.8	27.1	12.1	10.9	1.1	0.1	87.9

* Not Available.

NOTE: These figures are based on sample surveys and, as is the case in all such surveys, are subject to sampling error. For this reason minor differences between two figures are not necessarily significant. The general trends shown by the data are valid, however.

SOURCE: Surveys by Crowell-Collier Publishing Co.

35,000,000 Families in U. S. Own Automobiles

Date of Survey*	FAMILIES ① Total Number (000,000)	Percent Owning Automobiles	Number Owning ② Automobiles (000,000)	SPENDING UNITS ① Total Number (000,000)	Percent Owning Automobiles	Number Owning ② Automobiles (000,000)
1941	**	51%	**	**	**	**
1948	42.5	54%	23	49.0	50%	25
1949	44.1	56%	25	50.8	51%	26
1950	45.7	60%	27	52.6	55%	29
1951	46.3	65%	30	52.4	60%	31
1952	47.2	65%	31	53.0	60%	32
1953	48.0	65%	31	53.9	60%	32
1954	48.7	70%	34	54.0	66%	36
1955	49.0	71%	35	54.0	67%	36

*Except for 1941 data refer to January and February of each year. **Not available.

① "Families" consist of all persons living in same dwelling and related by blood, marriage, or adoption. "Spending Units" consist of all persons living in same dwelling and related by blood, marriage, or adoption, who pooled their income for major items of expense. Many families contain two or more spending units.

② Calculated from preceding two columns by Automobile Manufacturers Association.

SOURCE: "Survey of Consumer Finances", Federal Reserve Board; and Survey Research Center, University of Michigan. 1941 data is from "Family Spending and Saving During Wartime", BLS Bulletin No. 822, and differs from the Survey of Consumer Finances in definition and methodology.

Automobile Ownership by Occupation, 1955

Occupation of Head of Spending Unit*:	PERCENT OWNING 1 Automobile	2 or More	None	Total
Professional and Semi-Professional	75%	12%	13%	100%
Managerial	72	12	16	100
Self-Employed	65	18	17	100
Clerical and Sales	54	6	40	100
Skilled and Semi-Skilled	68	8	24	100
Unskilled and Service	52	3	45	100
Farm Operator	67	10	23	100
Retired	42	3	55	100
All Spending Units	**59**	**8**	**33**	**100**

SOURCE: Survey of Consumer Finances, conducted for the Federal Reserve Board by Survey Research Center of the University of Michigan.

49% of Passenger Cars In Use are 4-Door Sedans

Percentage Distribution of Passenger Cars in Use by Body Type

4-Door Sedans	49.2%	Station Wagons	1.5%
2-Door Sedans	35.3	Business Coupes	1.2
Club Coupes	6.7	Utility Cars	.6
Hard Top	3.2	Sports Cars	.1
Convertibles	2.2	TOTAL	100.0%

OURCE: 1954 Survey by Crowell-Collier Publishing Co.

55% of Car-Owning Homes Have Cars Bought Used

Income Groups	PERCENT OF CAR-OWNING HOMES: Own Cars Bought NEW Only	Own BOTH	Own Cars Bought USED Only	Total
$7,000 or more	72%	8%	20%	100%
$5,000 to $6,999	55	5	40	100
$4,000 to $4,999	43	3	54	100
$3,000 to $3,999	36	2	62	100
$2,000 to $2,999	30	2	68	100
Under $2,000	24	2	74	100
City Size				
Over 500,000	48	3	49	100%
100,000—500,000	50	3	47	100
10,000—100,000	45	3	52	100
Under 10,000	42	4	54	100
Farm	43	5	52	100
Region				
East	48	4	48	100%
Central	44	4	52	100
South	44	2	54	100
West	45	4	51	100
Total Car-Owning Homes	45%	3%	52%	100%

SOURCE: 1954 Survey by Crowell Collier Publishing Co.

Farmers Own 7,000,000 Cars and Trucks

	PASSENGER CARS			MOTOR TRUCKS			TRACTORS		
	Farms Reporting Passenger Cars, Number	Percent of all Farms	Number Passenger Cars Owned	Farms Reporting Motor Trucks, Number	Percent of all Farms	Number Motor Trucks Owned	Farms Reporting Tractors, Number	Percent of all Farms	Number Tractors Owned
1920	1,979,564	30.7	2,146,362	131,551	2.0	139,169	229,332	3.6	246,000
1930	3,650,003	58.0	4,134,675	845,335	13.4	900,385	851,457	13.5	920,021
1940	3,542,036	58.1	4,144,136	944,184	15.5	1,047,084	1,409,697	23.1	1,567,430
1945	3,630,433	62.0	4,148,275	1,299,350	22.2	1,490,300	2,002,662	34.2	2,421,747
1950*	3,389,779	63.0	4,199,253	1,840,402	34.2	2,206,685	2,525,207	46.9	3,609,285
1952	N.A.	—	4,350,000	N.A.	—	2,410,000	N.A.	—	4,175,000
1953	N.A.	—	4,400,000	N.A.	—	2,550,000	N.A.	—	4,400,000
1954	N.A.	—	4,450,000	N.A.	—	2,650,000	N.A.	—	4,600,000

* The definition of a farm was changed in 1950, so that places of 3 acres or more were counted as farms only if products, exclusive of home garden, valued at $150 or more were sold in 1949, and places of less than 3 acres were counted if sales were over $150, whereas in 1945 all places of 3 acres or more were counted as farms and in addition places of less than 3 acres if sales of produce exceeded $250.

SOURCE: 1950 Census of Agriculture, U. S. Department of Commerce, and Bureau of Agricultural Economics.

6,912 Automotive Patents Issued in 1954

One Out of Every Five Patents Issued is Automotive

Year	Total Patents Issued①	Automotive Total②	Percent Automotive	Year	Total Patents Issued①	Automotive Total②	Percent Automotive
1939	48,681	8,042	16.5	1948	27,941	4,406	15.8
1940	48,391	7,413	15.3	1949	39,598	5,719	14.4
1941	47,606	7,730	16.2	1950	47,790	7,219	15.1
1942	42,193	6,926	16.4	1951	48,658	7,950	16.3
1943	33,301	5,501	16.5	1952	51,082	7,435	14.6
1944	30,987	5,200	16.8	1953	43,129	7,748	18.0
1945*	29,224	4,918	16.8	1954	33,872	6,912	20.4
1946	24,597	4,140	16.8	1899-1954	2,227,359	407,962	18.3
1947	22,251	3,512	15.8				

Number of patents issued annually from 1899 to 1938 was published on page 43 of the 1939 edition of "Automobile Facts and Figures."

① SOURCE: Patent Office Gazette. Figures include design patents, but not patents for plants or reissue patents.

② Represents patents selected for Patent Library, Automobile Manufacturers Association, relating to motor vehicles, their mechanical design, esthetic design, manufacture, repair parts, accessories, lubricants and fuels, as well as special machines and processes for making all or any of same.

* In 1945 and later years, figures on automotive patents do not include patents on fuels, lubricants and tires.

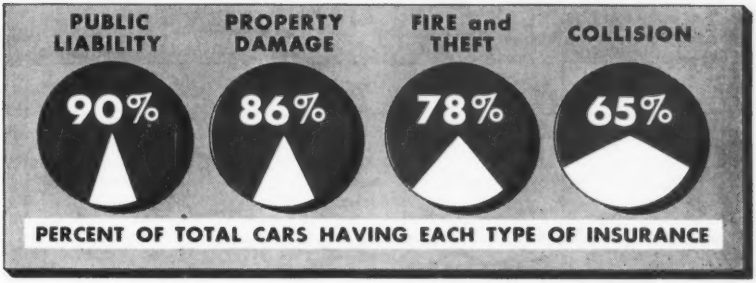
1953 Motor Vehicle Insurance Premiums $4,165,000,000

Auto Insurance Premiums and Loss Record, 1953

State	AUTO. LIABILITY Direct Premiums Written	AUTO. LIABILITY Ratio of Losses Paid to Premiums Written	AUTO. PROPERTY DAMAGE Direct Premiums Written	AUTO. PROPERTY DAMAGE Ratio of Losses Paid to Premiums Written	AUTO. PHYSICAL DAMAGE Direct Premiums Written	AUTO. PHYSICAL DAMAGE Ratio of Losses Paid to Premiums Written	Total	Total Auto. Premium per Vehicle
Ala.	$ 14,106,390	38	$ 6,867,473	47	$ 25,070,536	40	$ 46,044,399	$58.11
Ariz.	8,203,081	40	3,803,916	44	12,001,773	45	24,008,770	68.81
Ark.	7,649,372	40	4,346,588	42	16,341,375	45	28,337,335	54.41
Calif.	180,553,070	42	92,182,470	41	180,794,298	45	453,529,838	87.19
Colo.	9,633,333	38	7,137,588	44	19,670,862	42	36,441,783	56.63
Conn.	38,215,016	43	15,488,686	40	23,052,317	40	76,756,019	93.02
Del.	3,297,442	44	1,797,433	52	4,762,104	38	9,856,979	79.22
Fla.	25,608,349	51	14,750,638	42	38,711,685	35	79,070,672	61.02
Ga.	18,624,049	49	11,841,448	47	36,738,156	42	67,203,653	62.89
Idaho	4,235,550	45	2,507,404	47	8,952,175	49	15,695,129	56.11
Ill.	99,488,226	48	47,332,901	52	116,119,876	45	262,941,003	89.61
Ind.	35,139,751	39	25,054,796	48	57,271,441	42	117,465,988	73.68
Iowa	18,476,620	43	13,661,038	46	30,754,960	46	62,892,618	56.71
Kansas	14,401,688	39	8,670,233	44	28,721,796	57	51,793,717	54.17
Ky.	14,832,536	44	9,340,454	53	24,624,053	42	48,797,043	55.14
La.	19,079,256	40	9,351,385	50	28,146,070	47	56,576,711	69.13
Maine	6,687,076	35	4,884,876	37	7,906,571	42	19,478,523	65.90
Md.	22,134,871	38	13,358,213	46	24,855,442	42	60,348,526	74.79
Mass.	77,544,827	50	44,212,569	38	42,636,400	43	164,393,796	116.32
Mich.	50,523,015	41	38,912,530	54	94,174,251	52	183,609,796	66.80
Minn.	32,320,435	47	16,150,437	46	28,444,966	43	76,915,838	60.92
Miss.	9,064,763	40	4,323,521	44	17,291,611	46	30,679,895	56.68
Mo.	43,015,816	39	19,353,905	41	47,253,708	45	109,623,429	82.41
Mont.	5,073,303	35	2,236,716	54	9,006,888	49	16,316,907	55.14
Neb.	9,720,414	41	6,632,514	50	15,457,419	45	31,810,347	50.82
Nev.	2,085,804	48	1,216,701	46	4,116,934	48	7,419,439	71.63
N. H.	6,083,672	36	3,086,826	42	5,230,655	37	14,401,153	77.13
N. J.	67,165,189	35	36,364,353	37	61,368,215	39	164,897,757	90.69
N. M.	4,025,730	37	2,582,523	42	10,712,827	44	17,321,080	59.35
N. Y.	274,561,208	42	94,614,317	41	116,915,760	43	486,091,285	121.50
N. C.	19,298,601	40	12,144,232	40	39,735,120	43	71,177,953	57.51
N. D.	3,514,736	37	1,762,967	50	6,478,247	49	11,755,950	40.55
Ohio	74,298,518	39	55,246,059	46	104,610,038	44	234,154,615	72.74
Okla.	14,483,172	51	8,934,386	50	24,616,320	45	48,033,878	52.43
Ore.	18,345,712	55	12,583,936	47	23,215,173	48	54,144,821	71.73
Pa.	84,424,047	40	54,310,217	50	113,597,336	42	252,331,600	69.80
R. I.	7,060,629	34	4,608,379	40	8,254,409	38	19,923,417	73.50
S. C.	12,048,079	35	6,539,988	44	20,056,277	44	38,644,344	55.83
S. D.	3,721,856	37	2,047,832	52	7,333,501	48	13,103,189	43.27
Tenn.	21,610,271	45	11,254,189	47	27,631,318	41	60,495,778	61.73
Texas	65,086,045	39	37,258,486	45	116,945,742	40	219,290,273	69.52
Utah	5,008,437	43	3,015,680	53	9,048,713	47	17,072,830	59.74
Vt.	3,619,482	45	2,076,730	42	3,926,375	45	9,622,587	74.93
Va.	23,592,091	49	14,202,234	48	33,796,411	43	71,590,736	66.63
Wash.	22,831,263	44	15,109,325	49	31,787,055	43	69,727,643	67.94
W. Va.	10,857,885	47	6,389,281	54	17,754,713	46	35,001,879	68.36
Wisc.	41,623,178	42	18,475,033	46	31,119,624	43	91,217,835	70.61
Wyo.	2,181,084	36	1,206,465	49	5,213,140	47	8,600,689	53.89
D. of C.	7,116,374	44	3,723,326	48	7,746,036	47	18,585,736	89.99
U. S. Total	**$1,562,271,312**	**43**	**$832,953,197**	**45**	**$1,769,970,672**	**44**	**$4,165,195,181**	**$78.35**

SOURCE: 1954 Statistical Issue, "The Spectator" Magazine.

90% of Car Owners Carry Public Liability Insurance



	PERCENT OF CARS CARRYING:			
	Public Liability	Property Damage	Fire and Theft	Collision
Car Bought				
New	97%	95%	92%	78%
Used	84	77	66	54
Income Group				
$7,000 or More	97	95	92	77
$5,000 to $6,999	96	93	85	72
$4,000 to $4,999	91	87	79	64
$3,000 to $3,999	90	84	76	64
$2,000 to $2,999	80	75	65	56
Under $2,000	73	66	60	50
City Size				
Over 500,000	90	88	81	63
100,000 to 500,000	93	88	81	67
10,000 to 100,000	93	91	84	68
Under 10,000	88	84	73	66
Farm	87	78	71	62
Region				
East	94	91	77	56
Central	92	89	82	71
South	83	75	72	64
West	93	89	84	72
TOTAL CARS	90%	86%	78%	65%

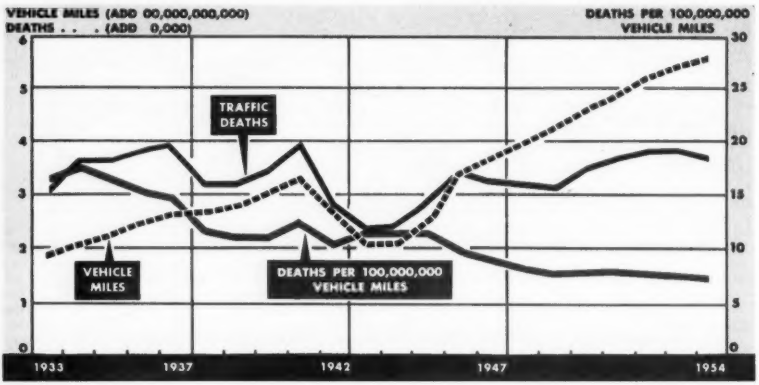
SOURCE: 1954 Survey by Crowell-Collier Publishing Co.

Automobile Insurance Volume Tripled Since 1946

Year	Net Premiums Written (000)	Losses Paid (000)	Ratio of Losses Paid to Net Premiums	Net Premiums Written (000)	Losses Paid (000)	Ratio of Losses Paid to Net Premiums
	AUTO LIABILITY			AUTO PROPERTY DAMAGE		
1946	$ 499,727	$188,530	37.7%	$ 193,350	$106,518	55.1%
1951	1,125,851	493,210	43.8	574,842	313,417	54.5
1952	1,331,932	569,202	42.7	715,091	368,504	51.5
1953	1,562,271	661,078	42.3	832,959	373,998	44.9
	AUTO PHYSICAL DAMAGE			TOTAL AUTO INSURANCE IN U. S.		
1946	$ 557,362	$287,090	51.5%	$1,250,439	$582,138	46.6%
1951	1,294,109	599,589	46.3	2,994,802	1,406,216	47.0
1952	1,560,965	708,344	45.4	3,607,988	1,646,050	45.6
1953	1,769,971	775,292	43.8	4,165,201	1,810,368	43.5

SOURCE: "The Spectator Insurance Year Book" and "The Spectator Insurance by Years."

1954 Traffic Deaths Per 100 Million Miles At New Low



		DEATHS FROM COLLISION WITH							TOTAL DEATH RATES		
	ALL DEATHS*	Deaths From Non-Collision Accidents	Pedestrians	Other Motor Vehicles	Railroad Trains	Street Cars	Bicycles and Horse-drawn Vehicles	Fixed Objects	Per 100,000 Population	Per 10,000 Motor Vehicles	Per 100,000,000 Vehicle Miles
1927	25,800	7,870	10,820	3,430	1,830	520	820	500	21.8	11.2	16.3
1928	28,000	8,070	11,420	4,310	2,140	570	950	540	23.4	11.4	16.2
1929	31,200	9,380	12,250	5,400	2,050	530	990	620	25.7	11.8	15.8
1930	32,900	9,970	12,900	5,800	1,830	480	1,150	720	26.7	12.4	16.0
1931	33,700	9,570	13,370	6,820	1,710	440	900	870	27.2	13.0	15.6
1932	29,500	8,500	11,490	6,070	1,520	320	750	800	23.6	12.2	14.7
1933	31,363	8,680	12,840	6,470	1,437	318	710	900	25.0	13.2	15.6
1934	36,101	9,820	14,480	8,110	1,457	332	860	1,040	28.6	14.4	16.7
1935	36,369	9,720	14,350	8,750	1,587	253	700	1,010	28.6	13.9	15.9
1936	38,089	9,410	15,250	9,500	1,697	269	900	1,060	29.7	13.5	15.1
1937	39,643	9,690	15,500	10,320	1,810	264	900	1,160	30.8	13.3	14.7
1938	32,582	7,350	12,850	8,900	1,490	165	890	940	25.1	11.1	12.0
1939	32,386	7,900	12,400	8,700	1,330	150	910	1,000	24.7	10.6	11.3
1940	34,501	7,800	12,700	10,100	1,707	132	960	1,100	26.1	10.8	11.4
1941	39,969	9,450	13,550	12,500	1,840	118	1,160	1,350	30.0	11.6	12.0
1942	28,309	6,740	10,650	7,300	1,754	124	890	850	21.2	8.7	10.6
1943	23,823	5,690	9,900	5,300	1,448	171	610	700	17.8	7.8	11.5
1944	24,282	5,600	9,900	5,700	1,663	175	540	700	18.3	8.1	11.5
1945	28,076	6,600	11,000	7,150	1,703	163	630	800	21.2	9.2	11.3
1946	33,411	8,900	11,600	9,400	1,703	174	670	950	23.9	9.8	9.8
1947	32,697	8,800	10,450	9,900	1,736	102	700	1,000	22.8	8.7	8.8
1948	32,259	8,950	9,950	10,200	1,474	83	600	1,000	22.1	7.9	8.1
1949	31,701	9,100	8,800	10,500	1,452	56	690	1,100	21.3	7.2	7.5
1950	34,763	10,950	9,100	11,250	1,541	89	560	1,300	23.0	7.2	7.6
1951	36,996	11,600	9,200	12,600	1,573	46	550	1,400	24.1	7.2	7.5
1952	37,794	12,850	8,600	12,900	1,429	32	500	1,500	24.3	7.2	7.4
1953	38,300	13,300	8,600	12,900	1,419	40	550	1,500	24.2	7.0	7.1
1954	36,000	12,800	7,900	12,000	1,230	40	480	1,350	22.3	6.2	6.4

* Totals do not quite equal the sum of the various types because the estimates were generally made only to the nearest 10 deaths, and to the nearest 50 deaths for certain types.

SOURCE: "Accident Facts" by the National Safety Council.

Members of

Automobile Manufacturers Association

Passenger Car Manufacturers

Trade Name	Member or Manufacturer	Address
Buick	Buick Motor Division, General Motors Corporation	Flint 2, Mich.
Cadillac	Cadillac Motor Car Division, General Motors Corporation	Detroit 32, Mich.
Checker	Checker Cab Mfg. Corporation	Kalamazoo 13F, Mich.
Chevrolet	Chevrolet Motor Division, General Motors Corporation	Detroit 2, Mich.
Chrysler	Chrysler Division, Chrysler Corporation	Detroit 31, Mich.
De Soto	De Soto Division, Chrysler Corporation	Detroit 31, Mich.
Dodge	Dodge Division, Chrysler Corporation	Detroit 31, Mich.
Hudson	Hudson Motor Division, American Motors Corporation	Detroit 32, Mich.
Imperial	Chrysler Division, Chrysler Corporation	Detroit 31, Mich.
Kaiser	Kaiser Motors Corporation	Toledo 1, Ohio
Metropolitan	Nash and Hudson Divisions, American Motors Corporation	Detroit 32, Mich.
Nash	Nash Motors Division, American Motors Corporation	Detroit 32, Mich.
Oldsmobile	Oldsmobile Division, General Motors Corporation	Lansing 21, Mich.
Packard	Studebaker-Packard Corporation	Detroit 32, Mich.
Plymouth	Plymouth Division, Chrysler Corporation	Detroit 31, Mich.
Pontiac	Pontiac Motor Division, General Motors Corporation	Pontiac 11, Mich.
Rambler	Nash and Hudson Divisions, American Motors Corporation	Detroit 32, Mich.
Studebaker	Studebaker-Packard Corporation	South Bend 27, Ind.
Willys	Willys Motors, Inc., Kaiser Motors Corporation	Toledo 1, Ohio

Station Wagon Manufacturers

Buick	Buick Motor Division, General Motors Corporation	Flint 2, Mich.
Chevrolet	Chevrolet Motor Division, General Motors Corporation	Detroit 2, Mich.
Chrysler	Chrysler Division, Chrysler Corporation	Detroit 31, Mich.
De Soto	De Soto Division, Chrysler Corporation	Detroit 31, Mich.
Dodge	Dodge Division, Chrysler Corporation	Detroit 31, Mich.
G.M.C.	G.M.C. Truck and Coach Div., General Motors Corporation	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.
Nash	Nash Motors Division, American Motors Corporation	Detroit 32, Mich.
Plymouth	Plymouth Division, Chrysler Corporation	Detroit 31, Mich.
Pontiac	Pontiac Motor Division, General Motors Corporation	Pontiac 11, Mich.
Rambler	Nash and Hudson Divisions, American Motors Corporation	Detroit 32, Mich.
Studebaker	Studebaker-Packard Corporation	South Bend 27, Ind.
Willys	Willys Motors, Inc., Kaiser Motors Corporation	Toledo 1, Ohio

Cab-Over-Engine Truck Manufacturers

Chevrolet	Chevrolet Motor Division, General Motors Corporation	Detroit 2, Mich.
G.M.C.	G.M.C. Truck and Coach Div., General Motors Corporation	Pontiac 11, Mich.
Diamond T	Diamond T Motor Car Company	Chicago 23, Ill.
Dodge	Dodge Division, Chrysler Corporation	Detroit 31, Mich.
Fageol	Twin Coach Company	Kent, Ohio
International	International Harvester Company	Chicago 1, Ill.
Mack	Mack Manufacturing Corporation	New York 1, N. Y.
Peterbilt	Peterbilt Motors Company	Oakland 5, Calif.
Walter	Walter Motor Truck Company	Ridgewood 27, N. Y.
White	The White Motor Company	Cleveland 1, Ohio

Members of

Automobile Manufacturers Association

Motor Truck Manufacturers

Including Light Commercial Vehicle Manufacturers

Trade Name	Member or Manufacturer	Address
Autocar	Autocar Division, The White Motor Company	Exton, Pa.
Chevrolet	Chevrolet Motor Division, General Motors Corporation	Detroit 2, Mich.
Diamond T	Diamond T Motor Car Company	Chicago 23, Ill.
Divco	Divco Corporation	Detroit 5, Mich.
Dodge	Dodge Division, Chrysler Corporation	Detroit 31, Mich.
Duplex	Duplex Truck Company	Lansing 4, Mich.
Fageol	Twin Coach Company	Kent, Ohio
G.M.C.	G.M.C. Truck and Coach Div., General Motors Corporation	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.
Mack	Mack Manufacturing Corporation	New York 1, N. Y.
Peterbilt	Peterbilt Motors Company	Oakland 5, Calif.
Pontiac	Pontiac Motor Division, General Motors Corporation	Pontiac 11, Mich.
Reo	Reo Motors, Inc.	Lansing 20, Mich.
Studebaker	Studebaker-Packard Corporation	South Bend 27, Ind.
Walter	Walter Motor Truck Company	Ridgewood 27, N. Y.
White	The White Motor Company	Cleveland 1, Ohio
Willys	Willys Motors, Inc., Kaiser Motors Corporation	Toledo 1, Ohio

Multi-Stop Delivery Truck Manufacturers

Chevrolet	Chevrolet Motor Division, General Motors Corporation	Detroit 2, Mich.
Divco	Divco Corporation	Detroit 5, Mich.
Dodge	Dodge Division, Chrysler Corporation	Detroit 31, Mich.
G.M.C.	G.M.C. Truck and Coach Div., General Motors Corporation	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.

Motor Coach Manufacturers

Flxible	The Flxible Company	Loudonville, Ohio
Flxible-Twin Coach	The Flxible Company	Loudonville, Ohio
G.M. Coach	G.M.C. Truck and Coach Div., General Motors Corporation	Pontiac 11, Mich.
Mack	Mack Manufacturing Corporation	New York 1, N. Y.
Transit Buses, Inc.	Transit Buses, Inc., Subsidiary of Checker Cab Mfg. Corporation	Kalamazoo 13F, Mich.

School Bus Chassis Manufacturers

Chevrolet	Chevrolet Motor Division, General Motors Corporation	Detroit 2, Mich.
Dodge	Dodge Division, Chrysler Corporation	Detroit 31, Mich.
G.M.C.	G.M.C. Truck and Coach Div., General Motors Corporation	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.
Mack	Mack Manufacturing Corporation	New York 1, N. Y.
Reo	Reo Motors, Inc.	Lansing 20, Mich.
Studebaker	Studebaker-Packard Corporation	South Bend 27, Ind.
White	The White Motor Company	Cleveland 1, Ohio

Associations of the Automobile Industry

Automobile Manufacturers Association, Inc.

Offices: Headquarters: 320 New Center Building, Detroit 2, Mich.; Branches: 366 Madison Avenue, New York 17, N. Y., and 830 Transportation Building, Washington 6, D. C.

President: James J. Nance, President, Studebaker-Packard Corporation.

Advisory Vice-Pres.: Alfred Reeves.

Managing Director: William J. Cronin.

The Automobile Manufacturers Association, Inc., was organized in 1913 under the name of Automobile Chamber of Commerce (later changed to National Automobile Chamber of Commerce and in 1934 changed to Automobile Manufacturers Association, Inc.). Earlier associations were: National Association of Automobile Manufacturers, Automobile Board of Trade, Association of Licensed Automobile Manufacturers and American Motor Car Manufacturers Association, all in existence prior to 1913.

The principal purposes of the Association are:

To contribute in the public interest to the successful operation of those engaged in the business of manufacturing passenger cars, commercial cars, trucks, buses and similar self-propelled vehicles, by assisting in the solution of problems affecting the industry and the general public;

To promote free competition in the manufacture, distribution, sale and servicing of the industry's products;

To collect and utilize technical and other information regarding the various aspects of the automotive business;

To aid in the solution of problems affecting the industry through the use of such information;

To facilitate the exchange of information among its members regarding inventions, patents, trade-marks, processes and devices usable on motor vehicles and in their production and sales; and

To acquire and dispose of property, including inventions, letters patent and processes or rights thereunder, subject to such limitations as may be prescribed by law, and not for pecuniary profit.

American Automobile Association

National Headquarters: 1712 G Street, N.W., Washington 6, D. C.

President: Andrew J. Sordoni, Hotel Sterling, Wilkes-Barre, Pa.

Executive Vice-President: Russell E. Singer.

The world's largest motor federation—composed of 750 motor clubs and branches and over 4,750,000 members. It is a national non-profit civic body, officered by responsible business and professional men.

Its objects, briefly stated, are:

To unite in one body all the automobile clubs and individual motorists in the country.

To secure reasonable and just legislation and to aid in proper enforcement of automobile laws and ordinances.

To secure the construction and maintenance of a system of highways adequate to the needs of motor transport.

To encourage travel by automobile, bus, steamship, rail and air, and to secure, prepare, and disseminate information relative thereto.

To support sportsmanlike contests and other movements that will advance motoring interests.

To develop service to motorists through clubs.

To promote highway safety.

To facilitate touring by Americans in foreign countries.

The Association of American Battery Manufacturers, Inc.

Executive Headquarters: 70 Cherry Street, Akron 8, Ohio.

President: W. R. Smith, States Batteries, Inc.

Commissioner: V. L. Smithers, 70 Cherry Street Akron 8, Ohio.

Active membership is composed of manufacturers of wet storage batteries in North and South America.

Suppliers of materials used in the manufacture of wet storage batteries, and manufacturers of equipment used for direct servicing of storage batteries are admitted to associate membership in the Supplier Division.

Large merchandising outlets handling sales of private brand batteries are admitted to associate membership in the Merchandising Division.

The Association engages in promotion of activities of interest to industry, particularly active in standardization of batteries, battery testing, guarantee and adjustment policies, and educational programs which improve the care and servicing of batteries.

American Finance Conference

Offices: 1200 Midland Bldg., 176 West Adams St., Chicago 3, Illinois.

President: Robert L. Oare, Chairman of the Board, Associates Investment Co., P.O. Box 59, South Bend, Indiana.

Chairman, Executive Committee: Clarence L. Landen, President, Securities Acceptance Corp., 307 South 18th St., Omaha, Nebraska.

Executive Vice-President: Thomas W. Rogers, 176 West Adams St., Chicago 3, Illinois.

A national trade association representing 375 automobile finance companies operating nearly 1,800 offices in 46 states and Canada. Purpose is to promote the betterment of the business of its members by coordinating its forces for educational, legislative, defensive, or other purposes, by aiding and cooperating with any movement beneficial to the automobile financing business.

Associations of the Automobile Industry

American Taxicab Association, Inc.

General Office: 4415 N. California Ave., Chicago 25, Illinois.

President: W. C. Toedman, Toedman Cabs, Inc., Kansas City, Missouri.

Washington Representative: Jeremiah Courtney, Att'y, 908 20th St. N.W., Washington 6, D. C.

A National non-profit trade association serving some 1500 members engaged in the taxicab business all over the United States. Keeps industry informed through A-T-A NEWS the "Encyclopedia of the Industry", and official publication of the association. Publishes annual A-T-A DATA BOOK which contains rates of fare, wage scales, ordinances, etc. Compiles and disseminates information and statistics pertaining to the industry to its members. Maintains Research Dept. Sponsors Regional and National Conventions and Trade Shows.

Automobile Old Timers, Inc.

National Headquarters: 22 East 38th St., New York 16, N. Y.

Past Honorary President: Alfred P. Sloan, Jr.

Honorary President: William L. Hughson.

President: Phillard F. Rockwell.

Vice Presidents: William E. Holler, Alfred Reeves, John J. Schumann, Jr., A. W. Herrington.

Executive Vice Pres.: Frederick H. Elliott.

Secretary-Treasurer: Russell M. Nelson.

Established in 1939 to conduct a national organization composed of persons who have been, or may be, associated in developing, encouraging and facilitating the use of motor vehicles in the United States.

To give special recognition to and record outstanding experiences and events in the history of the automotive industry; to encourage collections and exhibitions of motor vehicles, their parts and accessories that will demonstrate the advances made in their manufacture and use; to publish a magazine describing activities of the organization.

Automotive Electric Association

General Offices: 16223 Meyers, Detroit 35, Mich.

President: G. Z. Spencer, Trico Products Corp., Buffalo 3, New York.

Executive Secretary: S. W. Potter, 16223 Meyers, Detroit 35, Mich.

An international association composed of manufacturers of specialized automotive original equipment and whose membership also includes distributors and service stations in the field. The compilation of technical data and information pertaining to original equipment parts and units are some of the functions of the association.

Automotive Parts Manufacturers Association

General Offices: 16219 Meyers, Detroit 35, Michigan.

President: Goodloe H. Rogers, Pres. & Gen. Mgr., American Forging & Socket Co.

General Manager: Frank Rising, 16219 Meyers, Detroit 35, Michigan.

Washington Representative: C. O. Skinner, 1026 17th St., N.W., Washington 6, D. C.

A national, non-profit trade association serving some 350 member plants engaged in the manufacture of automotive and aviation parts. Procures, compiles, digests and disseminates, through bulletin service and direct contacts, a wide variety of information on such problems as governmental regulations on production, materials manpower; labor relations; statistical data on payrolls wage rates, employment, sales; and other matters affecting the welfare of the industry.

Automotive Trade Association Managers

General Offices: 175 W. Bowery St., Akron 8, Ohio.

President: E. John Lehman, 175 W. Bowery St., Akron 8, Ohio.

Vice-President: David P. Welchel, Exec. V.-Pres., Tennessee Automotive Association.

Secretary-Treasurer: Frank R. Broadway, 1216 Bell Building, Montgomery, Alabama.

A National Association composed of managers of state and local automobile dealer associations.

Fosters, promotes and encourages the interchange of ideas and experiences of its members.

Automotive Safety Foundation

Headquarters: 200 Ring Building, Washington 6, D. C.

Chairman of the Board: Levin H. Campbell, Jr.

Vice-Chairmen:
Malcolm P. Ferguson, President, Bendix Aviation Corp.
Charles T. Fisher, Jr., President, National Bank of Detroit.
Clifford F. Hood, President, U. S. Steel Corp.
Stanley C. Hope, President, Esso Standard Oil Co.
William F. Hufstader, Vice-President, General Motors Corp.
L. R. Jackson, President, The Firestone Tire & Rubber Co.
G. Donald Kennedy, President, Portland Cement Association.
E. C. Wareheim, Chairman, Commercial Credit Corp.

President: J. O. Mattson.

Vice Presidents: Norman Damon; Carl E. Fritts.

Treasurer: A. O. Dietz, Chairman, Commercial Investment Trust Incorporated.

Secretary: C. O. Skinner, Washington Representative, Automotive Parts Manufacturers Association.

Assistant Treasurer: Alfred Reeves, Advisory Vice President, Automobile Manufacturers Association.

Objectives: Safe and efficient use of streets and highways; sound and orderly development of highway facilities adequate to meet transportation needs, with special attention to problems of traffc accidents, congestion, delay and parking.

Work of the Foundation is carried on through assistance to agencies and organizations in these fields, either in grants of funds or in professional staff services.

Inter-Industry Highway Safety Committee

Headquarters: 1200 18th Street, N.W., Washington 6, D. C.

Chairman: A. vanderZee, Vice President, Chrysler Corp.

Managing Director: M. R. Darlington, Jr.

The National Committee, consisting of five representatives each from the motor vehicle and the rubber tire manufacturers, and from the motor vehicle and tire dealers, was organized in 1946 to encourage the active support of safe and efficient highway transportation by the automotive and allied industries and their dealers.

The headquarters office provides service in the form of periodic bulletins, materials and releases. State and local dealer highway and safety committees cooperate with public officials and organizations interested in highway safety and the development of adequate highway and parking facilities.

The Committee's program, selected for national emphasis includes: (1) High School Driver Education; (2) Teen-Age Traffic Safety Conferences; (3) Good Driving Practices; (4) Vehicle Safety; (5) National Safety Contests; (6) Cooperative Community Projects; (7) Support of Sound Highway Development Programs; and (8) Adequate Off-Street Parking Facilities.

Associations of the Automobile Industry

Internal Combustion Engine Institute, Inc.

General Offices: Room 914, 201 N. Wells St., Chicago 6, Illinois.

President: B. G. VanZee, Minneapolis-Moline Co., Minneapolis, Minnesota.

Vice-President: E. Don Tull, Cummins Engine Co., Inc., Columbus, Indiana.

Secretary: H. W. Smith, Caterpillar Tractor Co., Peoria, Illinois.

Treasurer: Phil Norton, Wisconsin Motor Corp., Milwaukee, Wisconsin.

Director: J. E. Heuser, LeRoi Company, Div. of Westinghouse Air Brake Co., Milwaukee, Wisconsin.

Executive Secretary: Chas. G. Spice, Room 914, 201 North Wells St., Chicago 6, Illinois.

The objective of this Institute is to promote the interests of manufacturers of internal combustion engines; to collect and disseminate pertinent data, relative to the industry, and generally do such things as may be necessary to the foregoing results.

International Road Federation

Offices: 1023 Washington Bldg., Washington 5, D. C.

Chairman of the Board: H. S. Merriman, Socony Mobil Oil Co., Inc.

Treasurer: C. E. Stevens, International Harvester Export Co.

Secretary: Elijah G. Poxson, Cheboygan, Michigan.

Executive Director: Robert O. Swain, 1023 Washington Bldg., Washington 5, D. C.

Provides a link between some 50 national road associations overseas and fosters the organization of new ones.

Maintains liaison with all international organizations having objectives similar to its own. It is represented at international meetings concerned with highways and highway transportation, is a highway transportation consultant to United Nations, and is authorized cooperating status by the Organization of American States and the Organization for European Economic Cooperation.

Supports advanced training of foreign highway and traffic engineers in the U. S. while advocating greater international interchange of engineering and technical data. At the same time, the Federation promotes, in cooperation with its national associates, a road consciousness among the public and governments.

Collects, publishes and distributes technical, economic, statistical and other educational materials, stressing the advantages to be derived from good roads, and, concurrently, urges the planning and execution of sound programs for road development.

Offices are also maintained in London and Paris.

Motor and Equipment Manufacturers Association

Executive Headquarters: 250 West 57th St., New York 19, New York.

President: J. H. Coolidge, Thompson Products, Inc., Cleveland, Ohio.

General Manager: Albert H. Eichholz, 250 West 57th Street, New York 19, New York.

National organization, functioning since 1904, representing interests of manufacturers of automotive original equipment, replacement parts, accessories, shop equipment, service tools, and chemicals.

Motor and Equipment Wholesalers Association

Executive Headquarters: Suite 1918, 309 W. Jackson Blvd., Chicago 6, Illinois.

President: John F. Creamer, President, Wheels Incorporated, New York, N. Y.

General Manager: B. W. Ruark, 309 W. Jackson Blvd., Chicago 6, Illinois.

National organization "of, by, and for interests of automotive wholesalers," distributing merchandise generally as follows: Parts, equipment, accessories and supplies in the automotive, aircraft and Marine line.

Specializes in direct services to automotive wholesalers and in representing them in trade, general and governmental contracts.

National Association of Independent Tire Dealers, Inc.

General Offices: 1012 14th Street, N.W., Washington, D. C.

President: Bill Deane, Bill Deane Co., Roswell, New Mexico.

Executive Secretary: Winston W. Marsh.

This association was formed in 1920 to advance and safeguard the business interests of the Independent Tire Dealers and Tire Renewers and to promote a co-operative relationship between the tire manufacturers, tire dealers, tire renewers, and the buying public.

The membership extends over 48 states, and some nine foreign countries. Regional offices are established in San Francisco and Boston. State Associations are located in 8 states. There are some 100 local associations.

National Association of Taxicab Owners

(Affiliated with Cab Research Bureau, Inc.)

Headquarters: 803 Leader Building, Cleveland 14 Ohio.

Honorary President: W. W. Cloud.

President: T. A. Ballantine.

Treasurer: Russell Reel.

Secretary: H. I. Gwilym.

Purpose: To afford members a medium of cooperation, and to collect and disseminate information that promotes the economical conduct of the taxicab business.

National Automobile Dealers Association

General Offices: 1800 H Street, N.W., Washington 6, D. C. until Feb. 1, 1956. After that date, 2000 K Street, N. W., Washington 6, D. C.

President: Frank H. Yarnall, Chicago, Illinois.

First Vice-President: Carl E. Fribley, Norwich, New York.

Treasurer: Allan C. Mims, Rocky Mount, N. C.

Secretary: J. J. Verschoor, Mitchell, So. Dak.

Executive Vice-President: Frederick J. Bell, Washington, D. C.

General Counsel: James C. Moore.

Object is promotion of automobile dealer business; constructive publicity on dealer aims, maintenance of high merchandising standards; research on selling opportunities of the business; study of markets and dissemination of facts concerning the same; guarding dealers' interests in all matters of governmental regulation, control of consumer credit, wages and hours, etc.; opposition to harmful legislation, support of good legislation, promotion of good roads and furthering highway safety.

Associations of the Automobile Industry

Young Executives of the National Automobile Dealers Association

General Offices: 1800 H Street, N. W., Washington 6, D. C. until Feb. 1, 1956. After that date, 2000 K Street, N. W., Washington 6, D. C.

National Chairman: Al Norman, Jr., Evanston, Ill.

National Vice-Chairmen: Malcolm Milks, Lansing Mich., Stewart Johnson, Syracuse, N. Y.

NADA Staff Representative: Horace E. Henderson, Washington, D. C.

Object is promotion of managerial development program to assist young executives in automobile dealerships throughout the country to prepare for executive leadership in the automobile retailing industry.

National Highway Users Conference

Headquarters: National Press Building, Washington 4, D.C.

Chairman: Albert Bradley, Executive Vice-President, General Motors Corporation, New York, New York.

Vice-Chairmen: Arthur M. Hill, President, National Association of Motor Bus Operators; Herschel D. Newsom, Master, National Grange.

Secretary-Treasurer: L. J. Taber.

Director: Arthur C. Butler, National Press Building, Washington 4, D. C.

Promotes sound public policies on highway use, development, safety, taxation, finance and administration.

Nationally, and through 48 affiliated State Highway Users Conferences, coordinates activities of 1,500 organizations working for sound development of highway transportation through research, education, and reasonable laws and regulations.

Serves as a clearing house for information on proposed national, state and municipal legislation affecting motor vehicle taxation and regulation and highway construction. Sponsor of biennial Highway Transportation Congress.

National Standard Parts Association

General Offices: Thirty-fifth Floor, Eight S. Michigan Avenue, Chicago 3, Illinois.

Washington Office: 1001 Connecticut Ave., N.W., Washington 6, D. C.

President: Don H. Teetor, Perfect Circle Corp., Hagerstown, Indiana.

Executive Vice-President: J. L. Wiggins, 35th Floor, Willoughby Tower, Chicago 3, Illinois.

Membership comprises corporations, firms, or persons engaged in manufacturing and/or wholesaling automotive replacement parts, tools and equipment, supplies, accessories, paint and chemicals.

The objects of the Association are to promote closer relationships in the automotive service industry and to provide members with basic business services. The Association regularly issues bulletins and booklets and holds meetings to disseminate information on legal, legislative, advertising, merchandising, cataloging, selling and operating problems; publishes monthly illustrated news; conducts management and marketing surveys; provides personnel training booklets and films; maintains automotive service industry information bureau.

National Wheel and Rim Association

General Offices: c/o Borbein, Young & Co., St. Louis, 8, Mo.

President: Ray Glaser, President, Carolina Rim & Wheel Co., 301 East 8th St., Charlotte 1, N.C.

Treasurer: H. M. Young, Borbein, Young & Company St. Louis 8, Missouri.

Active membership consists of firms engaged in the wholesale distribution of wheels and allied products; associate membership, the manufacturers of wheels for original equipment who sell replacement materials through distributors.

Objects: To promote the general welfare of the industry; exchange information among members; publish catalogs and sales promotion material; and encourage close friendly relations among the members by means of meetings at regular intervals and bulletin service between meetings.

The Rubber Manufacturers Association

General Offices: 444 Madison Ave., New York 22, New York.

President: R. R. Ormsby.

Vice-President: W. J. Sears.

Treasurer: C. W. Halligan.

Secretary: George Flint.

A national trade organization embracing rubber manufacturers of the United States.

Its object is to promote in all lawful ways the commercial interests of its members, and secure the advantages to be obtained through mutual cooperation, for the promotion of the welfare of the rubber industry.

Society of Automotive Engineers, Inc.

General Offices: 29 West 39th St., New York 18, New York.

President: C. G. A. Rosen, Caterpillar Tractor Co., Peoria, Illinois.

Secretary and General Manager: John A. C. Warner.

Object of the Society is to promote the arts, sciences, standards, and engineering practices connected with the design, construction and utilization of automotive apparatus, all forms of self-propelled or mechanically propelled mediums for the transportation of passengers or freight by land and air, and internal combustion primemovers. Publications are: SAE Transactions (annual); SAE Membership Roster (annual); The SAE Journal (monthly); and SAE Handbook, Standards and Recommended Practices (Published annually), Aeronautical Material Specifications, Aeronautical Standards, Recommended Practices, and Aeronautical Information Reports (looseleaf).

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